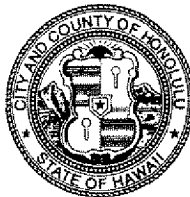


DEPARTMENT OF PLANNING AND PERMITTING  
**CITY AND COUNTY OF HONOLULU**

650 SOUTH KING STREET, 7TH FLOOR • HONOLULU, HAWAII 96813  
TELEPHONE: (808) 768-8000 • FAX: (808) 527-6743  
INTERNET: www.honolulu.gov • DEPT. WEB SITE: www.honoluludpp.org

MUFI HANNEMANN  
MAYOR



HENRY ENG, FAICP  
DIRECTOR

DAVID K. TANOUE  
DEPUTY DIRECTOR

2008/PIM-1 (TH)

April 9, 2008

The Honorable Barbara Marshall, Chair  
and Members  
Honolulu City Council  
530 South King Street, Room 202  
Honolulu, Hawaii 96813

RECEIVED

APR 15 8 06 AM '08

CITY CLERK  
HONOLULU, HAWAII

Dear Chair Marshall and Councilmembers:

Subject: Revision to the Ewa, Central Oahu, and Primary Urban  
Center Public Infrastructure Maps for the Honolulu  
High-Capacity Transit Corridor Project (2008/PIM-1)

Transmitted for appropriate action is my report and recommendation for approval to add Rapid Transit Corridor, Transit Station, and Corporation Yard symbols to the Ewa, Central Oahu, and Primary Urban Center Public Infrastructure Maps (PIM) for the Honolulu High Capacity Transit Corridor Project.

The proposed project will provide an alternative to private automobile travel and improve linkages between the secondary urban center in Kapolei, Honolulu's urban core, UH Manoa, and Waikiki. Approval of the proposed revision is necessary for the appropriation of construction and land acquisition funds in accordance with Section 4-8.1, Revised Ordinances of Honolulu.

DEPT. COM. 290

AR00021213

The Honorable Barbara Marshall, Chair  
and Members  
April 9, 2008  
Page 2

The proposed PIM revision is consistent with the objectives and policies of the General Plan, and the policies, principles, and guidelines of the Ewa and Primary Urban Center Development Plans, and the Central Oahu Sustainable Communities Plan.

The attached report also fulfills the requirement of Section 6-1511.4 of the City Charter requiring the Director's approval of a transit system on any street or route within the City as being in conformity with the General Plan and the relevant Development Plan for the area.

Very truly yours,

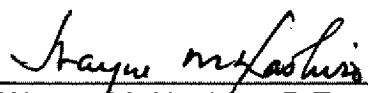


Henry Eng, FAICP, Director  
Department of Planning and Permitting

HE:js

Attachment

APPROVED:



Wayne M. Hashiro, P.E.  
Managing Director

cc: The Honorable Mufi Hannemann, Mayor  
Department of Transportation Services



DEPARTMENT OF PLANNING AND PERMITTING  
OF THE CITY AND COUNTY OF HONOLULU

STATE OF HAWAII

IN THE MATTER OF THE APPLICATION )  
 )  
 OF )  
 )  
 THE DEPARTMENT OF )  
 TRANSPORTATION SERVICES )  
 \_\_\_\_\_ )

FILE NO. 2008/PIM-1

REVIEW AND RECOMMENDATION  
PERTAINING TO A REVISION TO THE  
EWA, CENTRAL OAHU, AND PRIMARY URBAN CENTER  
PUBLIC INFRASTRUCTURE MAPS TO ADD SYMBOLS FOR THE  
HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

I. APPLICATION

A. Basic Information

REQUESTED BY	:	Department of Transportation Services (DTS)
LANDOWNERS	:	Various federal, state, and city agencies, and private owners
LOCATION	:	The project, including transit stations would be mostly located within existing public highways, and major streets. The project may involve the acquisition of some property, however, the final siting of the project and identification of properties has not yet been determined ( <b>See Attachment A</b> ).
LAND AREA	:	To be determined by applicable planning, design, and engineering studies.
TAX MAP KEYS (Zone and Section)	:	Currently, the project involves portions of 1-1, 2, 5, 6, and 7; 2-1, 3, 6, 7, and 8; 9-1, 4, 6, 7, 8, and 9
STATE LAND USE	:	The vast majority of the project is located in the Agricultural and Urban Districts.

EXISTING ZONING	:	F-1 Military and Federal Preservation, AG-1 Restricted Agricultural, AG-2 General Agricultural, I-2 Intensive Industrial, I-3 Waterfront Industrial, IMX-1 Industrial-Commercial Mixed Use, B-2 Community Business, BMX-4 Central Business Mixed Use, R-7.5 Residential, R-5, Residential, A-1 Low-Density Apartment, A-2 Medium-Density Apartment, and Resort precincts
EXISTING USES	:	Primarily rights-of-way
SURROUNDING LAND USES	:	Various urban land uses and open space
FLOOD INSURANCE RATE MAP	:	The project will run through several flood zones including: X, XS, A, AE, AEF, AO, and D
SPECIAL MANAGEMENT AREA (SMA) BOUNDARY	:	Portions of the project are in the SMA Boundary
SPECIAL DISTRICT	:	Portions of the project are in the Chinatown, Hawaii Capital, and Waikiki Special Districts.
HISTORIC SITE REGISTER	:	Specific historic sites potentially affected by the project will be identified in the applicable planning, design, and engineering studies.

- B. Proposal: To revise the Ewa, Central Oahu (CO), and Primary Urban Center (PUC) Public Infrastructure Maps (PIM) by adding symbols for a "Rapid Transit Corridor" (RTC), "Transit Station" (TS), and "Corporation Yard" (CY) to facilitate development of the proposed Honolulu High-Capacity Transit Corridor Project.

According to the DTS, for budgetary purposes, the anticipated total cost to complete the Minimum Operable Segment (MOS) is \$3.7 billion. On February 29, 2008, the Mayor submitted the Executive Capital Budget and Program for Fiscal Year 2008-2009 to the Honolulu City Council. The proposed budget requests \$265,128,000 for the project (CIP No. 2007005).

**The DTS is proposing this revision to comply with Section 4-8.1, Revised Ordinances of Honolulu (ROH). Per Section 4-8.1, should the proposed revision be approved by the City Council, the location of the "RTC," "TS," and "CY" symbols on the Ewa, CO, and PUC PIM are intended to identify the conceptual location of the respective facilities.**

**The DTS anticipates that the majority of the project will use public land. However, due to the scale of the project, it is probable that some private property will need**

to be acquired to complete the project. Since the project is still in the planning stage, the amount and location of private property that may need to be acquired or leased by the City is currently unknown at this time.

Where transit stations and park-and-ride facilities are proposed for the same transit station location, we are showing one Transit Station symbol with a note that the transit station includes a park-and ride.

- C. Background and Basis of Request: The City conducted four (4) previous studies regarding the use of a dedicated rapid transit system for Honolulu since the 1960s. The project is the City's fifth attempt to develop a public rapid transit system to improve the ability of people to move in the highly congested east-west corridor between Kapolei and the University of Hawaii (UH) at Manoa. According to DTS, over 60 percent (60%) of Oahu's population currently lives within the area served by this corridor. Based on current census data, this area is projected to continue to grow faster than the rest of Oahu. The project would provide an alternative to private automobile travel and improve linkages between Kapolei, Honolulu's urban core, UH Manoa, and Waikiki.

The planning and development process for the project follows the requirements of the U.S. Department of Transportation's Federal Transit Administration (FTA) because FTA funds will be used for this project. The DTS, in conjunction with the FTA completed an Alternatives Analysis (AA) Report in October 2006 that evaluated four (4) alternatives to provide high-capacity transit service in the travel corridor between Kapolei and UH Manoa.

In December 2006, the City Council overrode the veto by the Mayor to pass Ordinance 06-50 (See Attachment C). The ordinance requires enactment of a Transit Oriented Development (TOD) ordinance prior to adoption of a PIM symbol for a transit station or the budgeting of construction funds in the CIP budget, whichever comes first, provides certain requirements for the TOD ordinance, and added "Transit Station" as a type of project to be shown on the PIM.

In December 2006, the Honolulu City Council adopted Ordinance 07-001 and selected the fixed guideway alternative as the Locally Preferred Alternative (LPA) (**See Attachment C**). The fixed guideway alternative would run from Kapolei to UH Manoa and Waikiki.

## II. FINDINGS OF FACT

On the basis of the evidence presented, the Director has found:

- A. Description of Site/Surrounding Uses: The project will be constructed on currently vacant agricultural land in Kapolei, and within future rights of way such as the North-South Road in Ewa. The majority of the project's guideway will be constructed within existing Farrington Highway, Kamehameha Highway, Salt Lake Boulevard, Dillingham Boulevard, Nimitz Highway, Halekauwila Street, Queen Street, Kona Street, Kalakaua Avenue, Kuhio Avenue, and University Avenue. The proposed transit stations, corporation yard, and park and ride facilities will be developed in future and existing urbanized areas that grow increasingly dense as the alignment moves from Ewa to Honolulu.

The project will be temporarily surrounded by vacant or developing land in the Ewa region. However, most of the project will be surrounded by future and existing urban development that will increase in density as the alignment moves toward Honolulu.

- B. Permits/Approvals: A formal determination of required permits/approvals will be made upon completion of the applicable environmental, planning, design, and engineering studies.
- C. Public Agency Comments: On March 7, 2008, public notices were sent to the following public agencies that were requested to evaluate the project in terms of their facilities and services.
  - 1. City and County of Honolulu
    - Board of Water Supply (BWS)
    - Budget and Fiscal Services (BFS)
    - Department of Design and Construction (DDC)
    - Department of Environmental Services (ENV)
    - Department of Facility Maintenance (DFM)
    - Honolulu Emergency Services Department (ESD)
    - Department of Emergency Management (DEM)
    - Honolulu Fire Department (HFD)
    - Honolulu Police Department (HPD)
    - Department of Parks and Recreation (DPR)
    - Department of Transportation Services (DTS)
    - Honolulu City Council
  - 2. State of Hawaii
    - Department of Accounting and General Services (DAGS)
    - Department of Business, Economic Development and Tourism (DBEDT)
    - Department of Land and Natural Resources (DLNR)
    - Department of Education (DOE)
    - Office of Hawaiian Affairs (OHA)
    - Hawaii Community Development Authority (HCDA)
    - Department of Hawaiian Home Lands (DHHL)
    - Hawaii Housing Finance Development Corporation (HHFDC)
    - Land Use Commission (LUC)
    - Oahu Metropolitan Planning Organization (OMPO)
    - Office of Planning (OP)
    - Department of Transportation (DOT)
    - Department of Health (DOH)
  - 3. Federal Government
    - 15<sup>th</sup> Air Base Wing
    - Federal Aviation Administration
    - Department of the Army
    - United States Army Corps of Engineers
    - 14<sup>th</sup> Coast Guard District
    - Department of the Interior, Fish and Wildlife Service
    - Commander Navy Region Hawaii

On March 7, 2008, public notices were also mailed to affected neighborhood boards, and community organizations and the Hawaiian Electric Company (HECO). All received prior to the completion of this report are attached in their entirety in **Attachment B**. Substantive comments are summarized in Section III.D. Comments received too late to be included in this report are forwarded separately to the City Council for their consideration.

### III. ANALYSIS

- A. Authority: This revision, submitted by the DTS, meets the criteria in Sections 4-8.1(c), 4-8.3, and 4-8.4 ROH for processing a revision to the Ewa, CO, and PUC PIM for "RTC," "TS," and "CY" symbols. These symbols are considered major public infrastructure that must be shown on the PIM.
- B. Justification: Approval of the proposed revision to the Ewa, CO, and PUC PIMs is one of many actions necessary to facilitate development of the project. The proposed revision is being processed by the Department of Planning and Permitting (DPP) in accordance with Section 4-8.1(c), ROH, symbols for publicly funded facilities shall be shown on the PIM prior to the appropriation of land acquisition or construction funds. The proposed "RTC," "TS," and "CY," symbols are types of public infrastructure to be shown on the PIM in accordance with Section 4-8.3, ROH. The project is a major public infrastructure project as defined in Section 4-8.4, ROH because it will have a significant impact on surrounding land uses and the natural environment, and it establishes new facilities.

Furthermore, approval of the proposed revision is necessary to further implement prior legislation adopted by the City Council relating to transit stations and transit-oriented development (Ordinance 06-50); selection of a fixed guideway as the LPA (Ordinance 07-001), and selection of vehicle technology (Resolution 07-376, CD1, FD1) (**See Attachment C**).

In summary, implementation of the proposed project will provide thousands of residents and visitors an alternative mode of transportation on a daily basis. The system will transport people via a fixed guideway that will not be affected by vehicular traffic. While the project may reduce traffic congestion in the short term, it will not eliminate it. Instead, it will permit added, reliable mobility despite traffic congestion. Finally, the proposed project will improve the existing multi-modal transportation linkages between Kapolei, Honolulu's urban core, UH Manoa, and Waikiki.

- C. Conformance with Land Use Plans, Policies, and Regulations: The project is consistent with the following State and City land use laws, policies, and regulations.
1. State Land Use Law, Chapter 205, Hawaii Revised Statutes (HRS):  
The vast majority of the project is currently in the State's Urban District. There is some land in East Kapolei that is still in the State's Agricultural District. A portion of the project in east Kapolei is currently in the Agricultural District, but the landowner has begun the process to petition the State LUC for a change to the Urban District.

2. Environmental Impact Statement (EIS), Chapter 343, HRS: The project requires the preparation of an EIS since it will use County funds and property, and that previous transit system studies have identified potentially significant social and environmental impacts that could result from implementing such a system. Additionally, federal funds are expected to be used for the project, therefore, the City must also comply with the National Environmental Policy Act (NEPA). The NEPA requires that the FTA publish a "Notice of Intent" for the project in the Federal Register.

The DTS submitted the EIS Preparation Notice in November 2005. The City and FTA issued a Notice of Intent to complete an EIS and completed scoping for the EIS in April 2007. The City and FTA are currently preparing the draft EIS. The DTS anticipates completing the EIS process and FTA issuing their Record of Decision in 2009.

3. Revised Charter of the City and County of Honolulu: Section 6-1511.4 states: "No person shall construct, operate or maintain any street railway or bus or other motor vehicle common carrier line or transit system on any street or route within the city unless the location and extent thereof has been submitted to and approved by the director as being in conformity with the general plan and the development plan for that area."

The proposed project conforms with the General Plan and Ewa and PUC DP and the CO SCP as discussed below. This report serves to fulfill this requirement of the City Charter.

4. General Plan: The project is consistent with the following objectives and policies of the General Plan.

#### V. Transportation and Utilities

Objective A: To create a transportation system which will enable people and goods to move safely, efficiently, and at a reasonable cost; serve all people, including the poor, the elderly, and the physically handicapped; and offer a variety of attractive and convenient modes of travel.

Policy 2: Provide transportation services to people living within the Ewa, Central Oahu, and Pearl City-Hawaii Kai corridors primarily through a mass transit system including exclusive right-of-way rapid transit and feeder-bus components as well as through the existing highway system with limited improvements as may be appropriate.

Policy 7: Promote the use of public transportation as a means of moving people quickly and efficiently, of conserving energy, and of guiding urban development.

The project supports this objective and these policies. The LPA would provide transit capacity between the PUC and the Secondary Urban Center in what is and will be a densely developed corridor of urban development.

5. Development Plan and Sustainable Communities Plan: The project supports the vision, policies, principles and guidelines in the Ewa and PUC DP, and the CO SCP.

Development of a rapid transit corridor, and communities designed to support non-automotive travel are key elements of Ewa's long-range vision. The Ewa vision includes a rapid transit corridor linking the City of Kapolei, the Villages of Kapolei, the UH West Oahu campus and Waipahu (Sec. 2.2.7). While the Ewa DP's Public Facilities Map, Appendix A, shows a rapid transit corridor and transit nodes (stations) that are not completely identical to the proposed PIM amendments, Section 4 of the DP stipulates that this map presents infrastructure projects conceptually, not on a site specific basis. More details on the specific route alignment and other project specifications will be prepared at a later planning stage. Consequently, the proposed PIM amendments comply with the vision and provisions of the Ewa Development Plan.

The creation of communities designed to support non-automotive travel is also a key element in the CO SCP. The CO SCP's Public Infrastructure Map also shows symbols for a rapid transit corridor and transit nodes along Farrington Highway through Waipahu. Section 4.1.3.2 states that transit nodes have shops, entertainment centers, restaurants, offices and residences within easy walking distance of the transit center. These "transit-oriented" land uses will be designed to attract and supply passengers for the project, and in turn, enjoy higher volumes of customers because the project makes it easy to get to the node or to live in the area surrounding the transit center.

The project supports the PUC DP's vision for a balanced transportation system providing excellent mobility for residents, workers, and visitors. The PUC's balanced transportation system integrates a rapid transit system with existing roadways, the bus system, bicycle routes, and a regional pedestrian network, and intelligent transportation and transportation demand management systems. Section 3.5 states that a balanced transportation system will reduce reliance on cars and improves alternate modes of transportation to connect neighborhoods and activity centers.

6. Public Infrastructure Map (PIM): The project would be located near various existing PIM symbols on the Ewa, CO, and PUC PIM. Nearby symbols currently on the PIMs, include parks, arterial roadways, drainage systems, rapid transit corridor routes, transit stations, government buildings, and corporation yards. The PUC PIM also includes "TS" symbols for the Aiea Transit Station, Aloha Stadium Park and Ride, and the Middle Street Transportation Center and the Handi-Van Facility.
7. Land Use Ordinance, Chapter 21, (ROH): The project will be constructed almost entirely within existing and future road rights of way for entire length to be depicted on the Ewa, CO, and PUC PIM. However, the existing underlying zoning districts along the alignment vary, including F-1 Military and Federal Preservation, AG-1 Restricted Agricultural, AG-2 General Agricultural, I-2 Intensive Industrial, I-3 Waterfront Industrial, IMX-1 Industrial-Commercial Mixed Use, B-2 Community Business, BMX-4 Central Business Mixed Use, R-7.5

Residential, R-5, Residential, A-1 Low-Density Apartment, A-2 Medium-Density Apartment, and Resort precincts.

Most of the proposed alignment will be constructed in existing rights-of-way and zoning does not regulate uses within existing rights-of-way. Where elements of the project will be outside any rights-of-way, the project is considered a “public use and structure,” which is permitted in any zoning district.

The DPP’s records indicate that the project may run through several flood zones including X, XS, A, AE, AEF, AO, and D and possibly through some flood prone areas as identified on the Federal Emergency Management Agency’s Flood Insurance Rate Map. Where applicable, the project will have to comply with Article 9 of the LUO regarding Flood Hazard District Regulations.

The DPP’s records indicate that the project will run through portions of the Chinatown Special District, Hawaii Capital Special District, and the Waikiki Special District. Where necessary, the project will have to comply with Article 9 of the LUO regarding Special Districts.

8. Special Management Area (SMA), Chapter 25, ROH: DPP records indicate that portions of the project along Farrington Highway in Waipahu, Kamehameha Highway in Pearl City, Aiea, and Pearl Harbor; and Nimitz Highway near Keehi Lagoon are in the SMA. The DTS will have to comply with the requirements of Chapter 25, ROH for portions of the project that are in the SMA boundary.

- D. Other Considerations: The DPP received several comments from public agencies and the community. Their comments are summarized below.

The BFS stated that the magnitude of the proposed project will impact the relocation, property management, and procurement services provided by this department. As such, the BFS does not have the staffing to handle the volume of work required to relocate potential landowners and tenants that may occupy land needed for the proposed project. Therefore, the BFS stated that they might have to handle this portion of the project through contract services.

The BFS stated that the City must provide relocation assistance to all occupants legally on affected private property at the time of acquisition, if required to move. Thus, the BFS recommends that relocation funds also be included in the project cost.

The BFS also stated that they are working with the DDC and DTS to develop a Real Estate Acquisition Management Program to handle the relocation and acquisition process. As such, the process to purchase and acquire property, and relocate any occupants will be a coordinated effort by the City.

The DDC stated that they are working in close coordination with the DTS and their consultant. The DDC requests that they be included on a regular and ongoing basis regarding the planning, design, and construction of the proposed project. The DDC recommends that planning and coordination begin as early as possible to minimize any potential conflicts and costs.



The DFM stated that the proposed project will affect their responsibilities if the proposed project will be located within City rights-of-way. The DFM also stated that it is their understanding that the maintenance and repairs of the proposed high capacity transit infrastructure and associated support facilities will not be DFM's responsibility.

The DTS informed the DPP that they are currently considering different alternatives regarding the management, maintenance and repair of the rapid transit system and associated facilities.

The HFD stated that they have no objections with the proposed project and stated that the project will have to meet existing fire code requirements pertaining to access, water supply and infrastructure mainly for the transit stations and corporation yard. Civil drawing will also have to be submitted to the HFD for review and approval.

The HFD's planning and operations staff regularly attends meetings with the DTS and their consultant to ensure the rapid transit system complies with the current fire code for the transit stations and corporation yard.

The HPD stated that they are involved in developing a Safety and Security Management Plan to address safety and security issues. The HPD staff indicated that development of the Safety and Security Management Plan involves a multitude of City, State and Federal agencies that will all have a role in insuring the safety and security of the proposed project.

The DPR commented that the proposed project might conflict with the proposed Pearl Harbor Historic Trail that generally runs along the OR&L ROW from Aiea to Ko Olina.

The OR&L ROW is on the National Historic Register of Historic Places as Site No. 50-80-12-9714. The Pearl Harbor Historic Trail Master Plan (PHHTMP) was prepared by Belt Collins Hawaii and completed in May 2001. Potential impacts to the PHHT are expected to be disclosed in the project's forthcoming EIS.

The DAGS stated that they met with DTS and their consultant after submitting their comments on impacts to Aloha Stadium parking, employees, and neighboring residents. After the meeting, DTS did adjust the alignment through Aloha Stadium so it minimizes the impact to the Stadium's parking lot. However, DAGS said they would continue to meet with DTS to resolve additional issues regarding Aloha Stadium and the Liliha Civic Center site which is also owned by the State.

The DLNR's Divisions of Land, Boating & Ocean Recreation, and Forestry and Wildlife, OHA and SLUC had either "no objections" or "no comments" to offer on the proposed project.

The DOE stated that they are concerned that the proposed project may result in the loss of campus acreage due to the transit alignment or associated facilities. The DOE listed a number of schools that could be affected by the proposed project. The DOE also is concerned that construction of the proposed project may create noise and access problems to nearby schools. DTS has been notified of DOE's concerns for follow-up.

The DHHL commented that their projects planned in East Kapolei may potentially be affected by the location of the western terminus of the MOS, which begins in East

Kapolei near the North-South Road. The DHHL stated that a proposed temporary park and ride facility (not included in this PIM request) provide adequate parking to preclude transit users from parking in nearby DHHL residential subdivisions. The DHHL also stated that the proposed transit station and park and ride facility be located so that the North-South Road and East-West Road intersection does not get congested. DTS is currently reviewing DHHL's concerns.

The HHFDC stated that the proposed project must be balanced and coordinated with existing plans for developing affordable housing. The DHHL is concerned that the proposed project may impact the overall financial feasibility of the HHFDC's planned "Senior Residence at Iwilei," a 160-unit rental housing project that is in close proximity to the rapid transit system's planned alignment. Although HHFDC supports the proposed project, it should not affect existing plans for crucial delivery of affordable housing.

Subsequent to submittal of their concerns, the HHFDC stated that they have met with DTS and their consultant and the issues cited above have been resolved. The DTS did adjust the project's alignment so that it will not affect the HHFDC's 160-unit project that is scheduled to begin construction in a few months.

The OMPO supports the proposed project. The proposed project is reflected in the Oahu Regional Transportation Plan 2030, which represents Oahu's official direction for its future transportation investments.

The HECO stated that they have numerous facilities within the overall route of project. As such, it is likely that existing HECO underground and overhead transmission, sub-transmission, distribution and telecommunication facilities will need to be relocated. However, the scope of relocations cannot be determined until the rapid transit system's detailed design is complete.

The HECO will also have to construct new facilities to serve the load of the proposed project. Based on preliminary data, HECO stated that 25 new distribution circuits and six (6) new distribution substations might be required.

The HECO stated that they have met with DTS and their consultant to resolve potential impacts and begun coordination efforts to provide electrical power to the rapid transit system.

The Diamond Head/Kapahulu/St. Louis Heights Neighborhood Board (NB) No. 5's High-Capacity Transit Task Force Committee provided a range of comments and concerns expressed by the communities represented by the NB No. 5.

- Businesses and residents are concerned with the potential negative social and economic impacts to the existing social and economic structure of communities such as Kapahulu and Waikiki.
- The proposed project may negatively impact existing businesses and parking areas along Kapahulu Avenue.
- Planning for the rapid transit system should provide adequate parking facilities to serve the rapid transit system so it does not affect existing parking areas in Kapahulu and Waikiki.

- The Task Force recommends that the proposed project be kept well away from the physical boundaries of the Kapahulu corridor and surrounding neighborhoods, and the Kapiolani Park Trust lands, which extends to Waikiki.
- The community is also very concerned about the fiscal impact to Honolulu citizens due to the projected debt, cost overruns, taxes, etc.
- The community also expressed a variety of public health, welfare and safety concerns including increased crime, noise, traffic, and the ability of first responders to aid ill and injured people, including the elderly and physically challenged.

The Waikiki NB No. 9 stated the majority of the board members rejected the proposed project. Their concerns include but are not limited to:

- Taking away one (1) lane on Kuhio Avenue will endanger the community especially during any of the 39 street events that close Kalakaua Avenue to traffic. During such events, Kuhio Avenue is the only roadway for residents, and emergency vehicles to travel through Waikiki.
- The two (2) proposed transit stations in Waikiki will not serve residents and are too far away for visitor industry workers to walk to work.
- The proposed “steel on steel” vehicle technology will add unacceptable noise for residents and visitors.
- The NB No. 9 was not satisfied with the “single choice” offered to tear up Kuhio Avenue to construct the proposed project.

The Waikiki Area Residents Association opposes the proposed project in the area of ineffectiveness, extreme cost, and environmental consequences.

The DPP received an email from Reg White who opposes “any form of rail transit anywhere on this island, but particularly the spur to Waikiki!”

The Ala Moana/Kakaako NB No. 11 opposes the proposed project based on increased noise, traffic, and visual impacts it will have on their community. Their quality of life will decrease.

We anticipate the project’s EIS and more detailed design and engineering studies will address the concerns raised by the Diamond Head/Kapahulu/St. Louis Heights, Waikiki, and Ala Moana/Kakaako neighborhoods. Area plans at and around transit stations resulting from the proposed TOD Ordinance (Bill 10, 2008) could also provide an opportunity to improve the livability of neighborhoods.

#### IV RECOMMENDATION

Based on the foregoing findings of fact and analysis, we recommend that the Ewa, CO, and PUC PIM revisions be approved.

#### V. ATTACHMENTS

Supplemental information is provided in the following attachments:

Attachment A: Location Maps

Attachment B: Public Agency, Community and Other Comments

Attachment C: Supporting Legislation

Attachment D: Draft PIM Resolution and maps (Exhibit A)

Dated at Honolulu, Hawaii, this 9<sup>th</sup> day of April 2008.

DEPARTMENT OF PLANNING AND PERMITTING  
CITY AND COUNTY OF HONOLULU  
STATE OF HAWAII

By

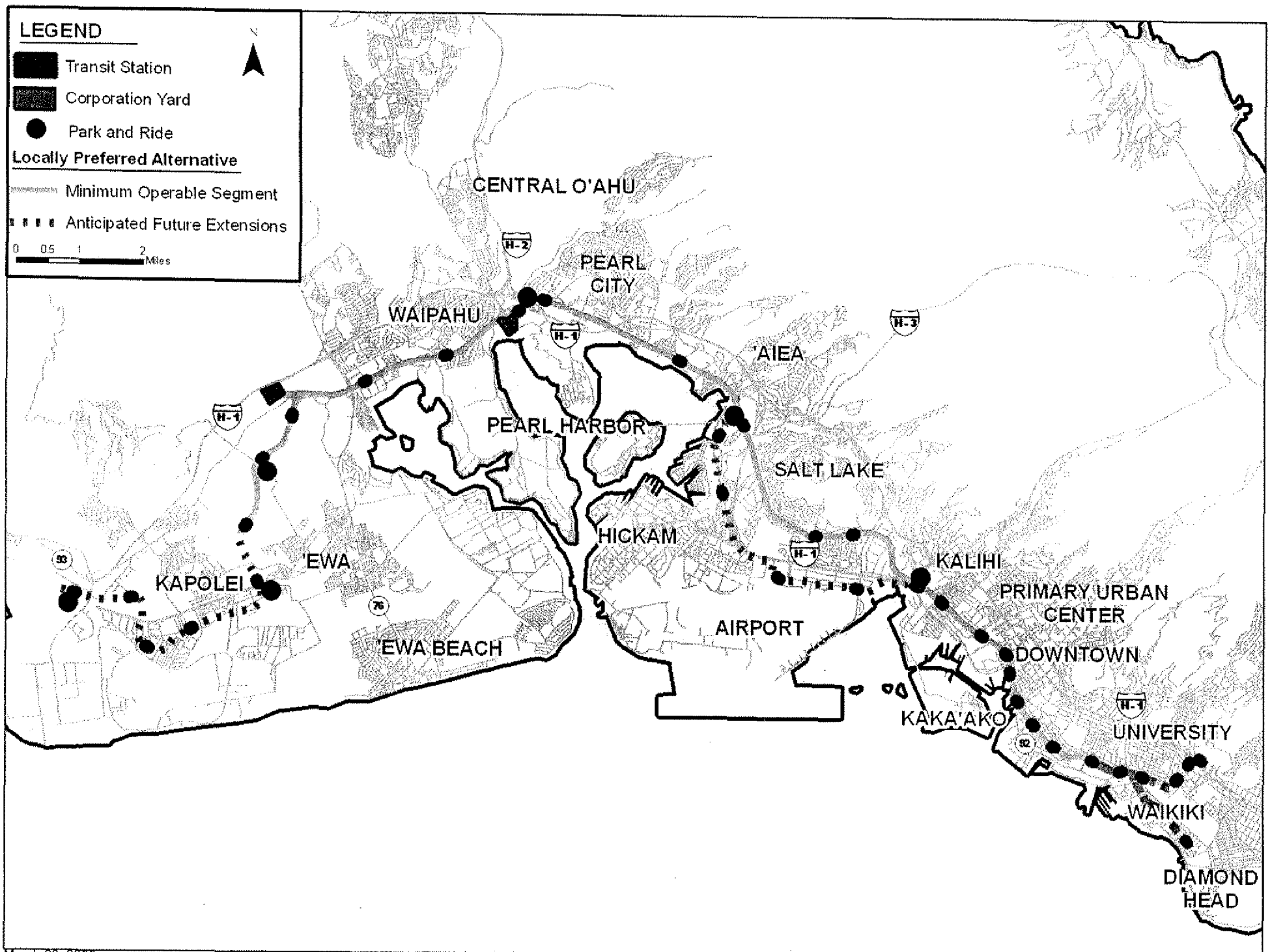
  
Henry Eng, FAICP, Director  
Department of Planning and Permitting

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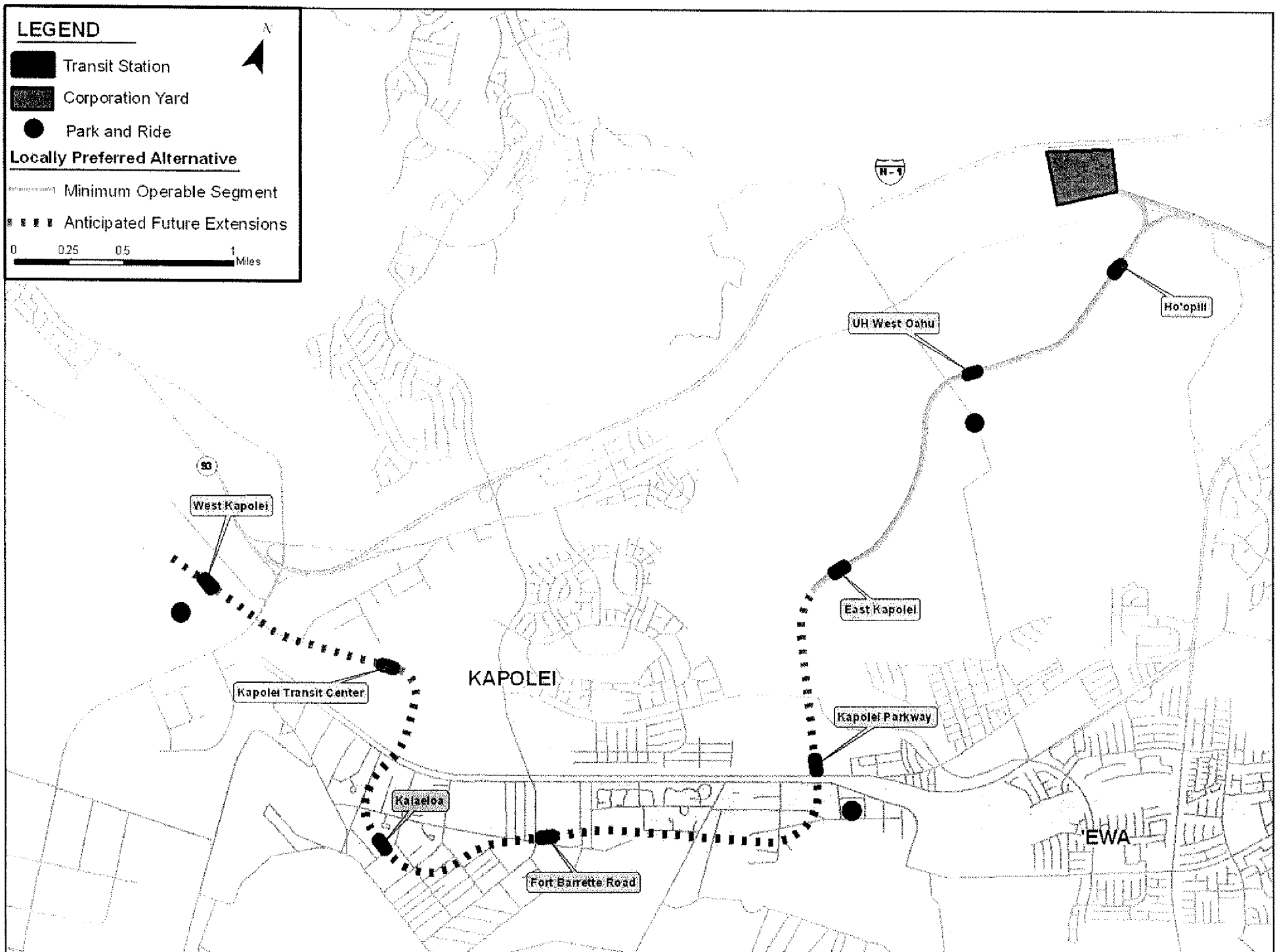
Attachments

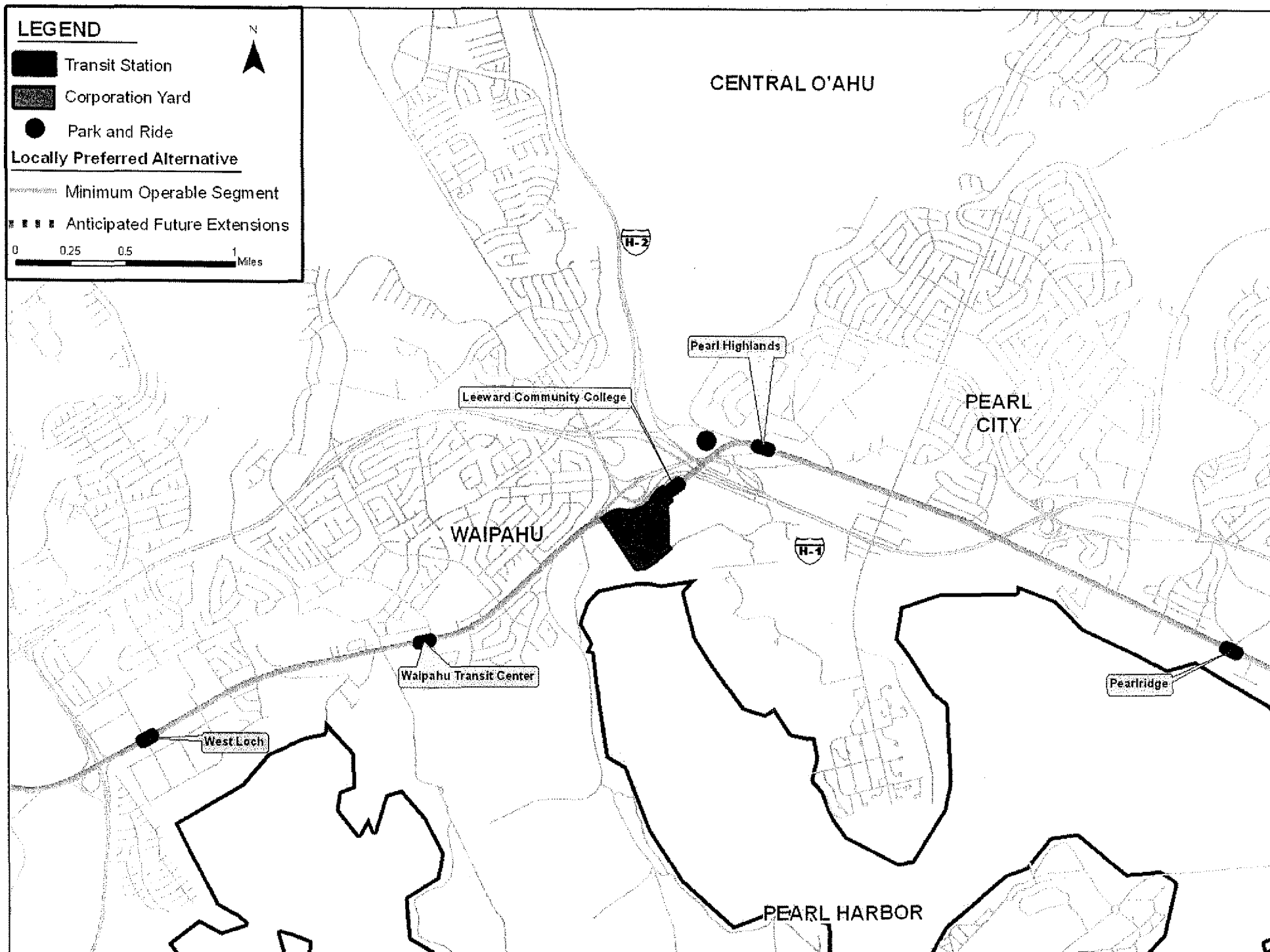
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# ATTACHMENT A LOCATION MAP

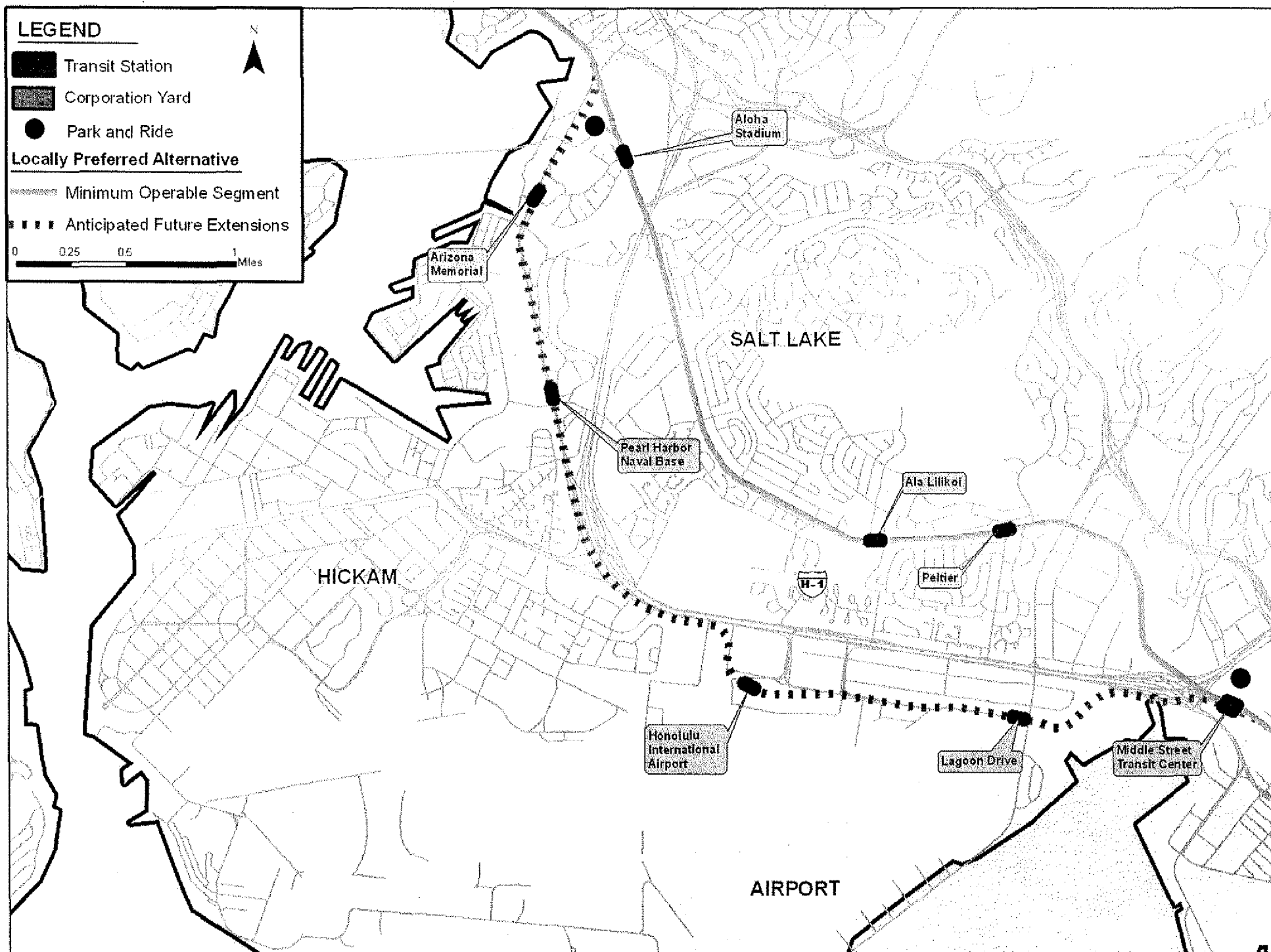


March 06, 2008  
Alignment Overview









# LEGEND

Transit Station

Corporation Yard

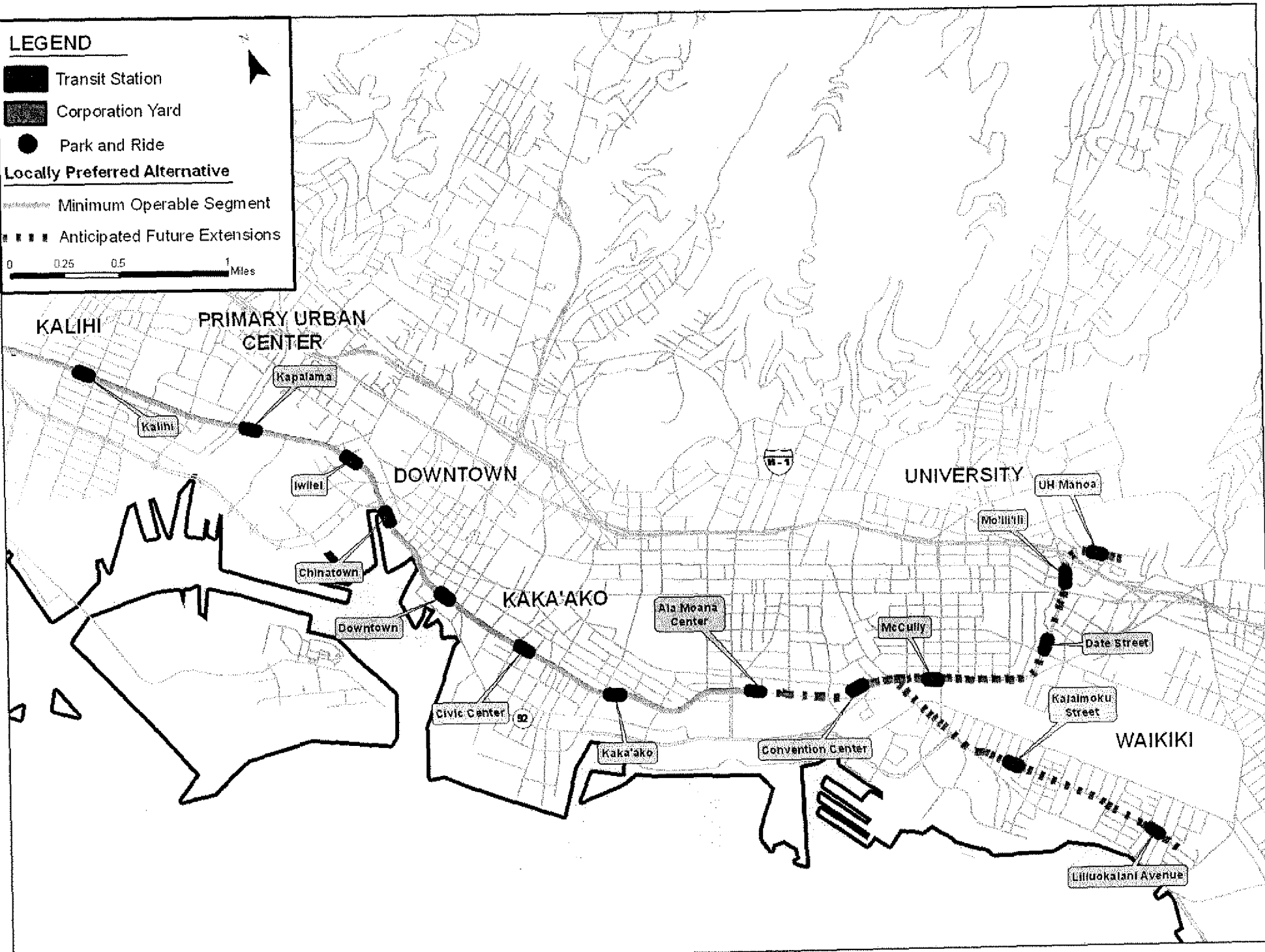
Park and Ride

## Locally Preferred Alternative

Minimum Operable Segment

Anticipated Future Extensions

0 0.25 0.5 1 Miles

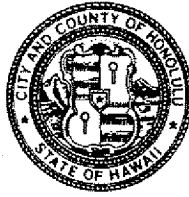


**ATTACHMENT B**  
**Public Agency, Community**  
**and Other Comments**

DEPARTMENT OF BUDGET AND FISCAL SERVICES  
**CITY AND COUNTY OF HONOLULU**  
530 SOUTH KING STREET, ROOM 208 • HONOLULU, HAWAII 96813  
PHONE: (808) 768-3900 • FAX: (808) 768-3179 • INTERNET: [www.honolulu.gov](http://www.honolulu.gov)

RECEIVED

MUFU HANNEMANN  
MAYOR



'08 MAR 27 AIO:33

MARY PATRICIA WATERHOUSE  
DIRECTOR

DEPT OF PLANNING  
AND PERMITTING  
CITY & COUNTY OF HONOLULU

MARK K. OTO  
DEPUTY DIRECTOR

March 20, 2008

To: Henry Eng, FAICP, Director  
Department of Planning and Permitting

From: Mary Patricia Waterhouse, Director *MP Waterhouse*  
Budget and Fiscal Services

Subject: Public Infrastructure Map Revision for the Honolulu High-Capacity Transit  
Corridor Project (2008/PIM-1)

Thank you for providing us an opportunity to comment on the public infrastructure map revision for the Honolulu High-Capacity Transit Corridor Project.

We anticipate that the project of this magnitude will have an impact on the relocation, property management, and procurement services provided by our department. Insurance issues related to the project will also require attention. Any extraordinary activity may be handled through contracting services.

The City must provide relocation assistance to all occupants legally on the property, at the time of acquisition, if we require them to move. Accordingly, we recommend that relocation funds also be included in the project cost.

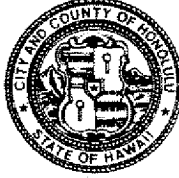
Please contact Wendy Imamura at ext. 3938 for further assistance. Thank you.

MPW:mw

AR00021234

DEPARTMENT OF DESIGN AND CONSTRUCTION  
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 11<sup>TH</sup> FLOOR  
HONOLULU, HAWAII 96813  
Phone: (808) 768-8480 • Fax: (808) 523-4567  
Web site: [www.honolulu.gov](http://www.honolulu.gov)



MUF! HANNEMANN  
MAYOR

EUGENE C. LEE, P.E.  
DIRECTOR

RUSSELL H. TAKARA, P.E.  
DEPUTY DIRECTOR

March 25, 2008

RECEIVED

'08 MAR 25 P1:53

DEPT OF PLANNING  
AND PERMITTING  
CITY & COUNTY OF HONOLULU

MEMORANDUM

TO: HENRY ENG, FAICP, DIRECTOR  
DEPARTMENT OF PLANNING AND PERMITTING

FROM: *Eugene C. Lee*  
EUGENE C. LEE, P.E., DIRECTOR

SUBJECT: PUBLIC INFRASTRUCTURE MAP REVISION FOR THE HONOLULU  
HIGH-CAPACITY TRANSIT CORRIDOR PROJECT (2008/PIM-1)

Thank you for giving us the opportunity to review and comment on the proposed revision to the Ewa, Central, and Primary Urban Center Public Infrastructure Maps (PIM) with respect to the proposed Honolulu High-Capacity Transit Corridor Project.

The Department of Design and Construction has the following comments:

- The Honolulu High-Capacity Transit Corridor project team will be required to establish and maintain close coordination of the transit project's improvements with the Department of Design and Construction. Our department is responsible for the planning, design, and construction of improvements to City infrastructure (e.g. roads, drainage and sewer systems, bridges, and other public work structures) and park, police, fire, and governmental administration facilities. Any or all of these systems and infrastructure facilities may be impacted by construction of the proposed transit system.
- We trust that our department will be regularly consulted and coordinated with as the planning, design, and construction of the City-initiated transit project goes forward. We recommend that planning and coordination begin at as early a stage as possible to minimize any potential conflicts and costs for making required accommodations.

Should you have any questions, please contact Russell Takara, Deputy Director, at 768-8481.

ECL:lt (252314)

c: DDC Facilities Division  
DDC Civil Division

DEPARTMENT OF FACILITY MAINTENANCE  
**CITY AND COUNTY OF HONOLULU**

1000 Uluohia Street, Suite 215, Kapolei, Hawaii 96707  
Phone: (808) 768-3343 • Fax: (808) 768-3381  
Website: www.honolulu.gov

MUFU HANNEMANN  
MAYOR



CRAIG I. NISHIMURA, P.E.  
ACTING DIRECTOR AND CHIEF ENGINEER

GEORGE "KEOKI" MIYAMOTO  
DEPUTY DIRECTOR

IN REPLY REFER TO:  
DRM 08-228

March 20, 2008

**MEMORANDUM**

**TO: HENRY ENG, FACIP, DIRECTOR  
DEPARTMENT OF PLANNING AND PERMITTING**

**FROM: CRAIG I. NISHIMURA, P.E.  
ACTING DIRECTOR AND CHIEF ENGINEER  
DEPARTMENT OF FACILITY MAINTENANCE**

**SUBJECT: PUBLIC INFRASTRUCTURE MAP REVISION FOR THE  
HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT  
(2008/PIM-1)**

RECEIVED  
08 MAR 25 P2:27  
DEPT OF PLANNING  
AND PERMITTING  
CITY & COUNTY OF HONOLULU

Thank you for the opportunity to review and comment on the revisions to the Ewa, Central Oahu and Primary Urban Center Infrastructure Maps (PIM) proposed for the subject project.

Should the project alignment and route be located within City roadway right-of-ways the high-capacity transit improvements will have an affect on our maintenance and repairs to the Department of Facility Maintenance (DFM) infrastructure within those right-of-ways. However, it is too early in the planning stage to determine if these proposed improvements will have an adverse or negligible impact on our maintenance operations.

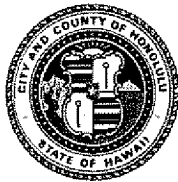
It is our understanding that maintenance and repairs to the proposed high-capacity transit infrastructure and associated support facilities will not be the responsibility of DFM.

Should you have any questions, please call Charles Pignataro of the Division of Road Maintenance, at 768-3697.

HONOLULU FIRE DEPARTMENT  
**CITY AND COUNTY OF HONOLULU**

636 South Street  
Honolulu, Hawaii 96813-5007  
Phone: 808-723-7139 Fax: 808-723-7111 Internet: www.honolulu.gov/hfd

MUFI HANNEMANN  
MAYOR



March 27, 2008

TO: HENRY ENG, FAICP, DIRECTOR  
DEPARTMENT OF PLANNING AND PERMITTING

FROM: KENNETH G. SILVA, FIRE CHIEF

SUBJECT: PUBLIC INFRASTRUCTURE MAP REVISION FOR THE  
HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT  
PROJECT FILE NUMBER: 2008/PIM-1

In response to your memorandum dated March 7, 2008, regarding the above-mentioned subject, the Honolulu Fire Department (HFD) reviewed the material you provided and has no objections to the proposed revision.

However, the HFD requires that the following be complied with for all new construction:

1. Provide a fire apparatus access road for every facility, building, or portion of a building hereafter constructed or moved into or within the jurisdiction when any portion of the facility or any portion of an exterior wall of the first story of the building is located more than 150 feet (45 720 mm) from fire apparatus access as measured by an approved route around the exterior of the building or facility. (1997 Uniform Fire Code, Section 902.2.1.)
2. Provide a water supply, approved by the county, capable of supplying the required fire flow for fire protection to all premises upon which facilities or buildings, or portions thereof, are hereafter constructed or moved into or within the county.

On-site fire hydrants and mains capable of supplying the required fire flow shall be provided when any portion of the facility or building is in excess of 150 feet (45 720 mm) from a water supply on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building. (1997 Uniform Fire Code, Section 903.2, as amended.)

KENNETH G. SILVA  
FIRE CHIEF

ALVIN K. TOMITA  
DEPUTY FIRE CHIEF

DEPT OF PLANNING  
AND PERMITTING  
CITY & COUNTY OF HONOLULU

08 APR -3 P 3:28

RECEIVED

Henry Eng, FAICP, Director  
Page 2  
March 27, 2008

3. Submit civil drawings to the HFD for review and approval.

Should you have any questions, please call Battalion Chief Socrates Bratakos of our Fire Prevention Bureau at 723-7151.



KENNETH G. SILVA  
Fire Chief

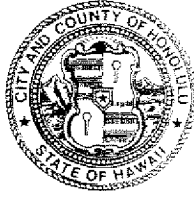
KGS/SK:bh



POLICE DEPARTMENT  
CITY AND COUNTY OF HONOLULU

801 SOUTH BERETANIA STREET · HONOLULU, HAWAII 96813  
TELEPHONE: (808) 529-3111 · INTERNET: www.honolulu-pd.org

MUFU HANNEMANN  
MAYOR



BOISSE P. CORREA  
CHIEF

PAUL D. PUTZULU  
KARL A. GODSEY  
DEPUTY CHIEFS

OUR REFERENCE BS-KP

March 27, 2008

TO: HENRY ENG, FAICP, DIRECTOR  
DEPARTMENT OF PLANNING AND PERMITTING

FROM: BOISSE P. CORREA, CHIEF OF POLICE  
HONOLULU POLICE DEPARTMENT

SUBJECT: PUBLIC INFRASTRUCTURE MAP REVISION FOR THE HONOLULU  
HIGH-CAPACITY TRANSIT CORRIDOR PROJECT (2008/PIM-1)

DEPT OF PLANNING  
AND PERMITTING  
CITY & COUNTY OF HONOLULU

08 MAR 31 AM 1:14

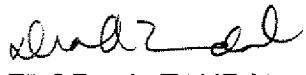
RECEIVED

Thank you for the opportunity to review and comment on the subject project.

The Honolulu Police Department has no comment on the proposed revision to the infrastructure maps. Please note, however, that our department's involvement in the project is being addressed through the project's Safety and Security Management Plan.

If there are any questions, please call Mr. Brandon Stone of the Executive Office at 529-3644.

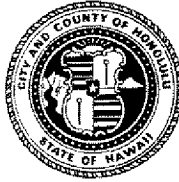
BOISSE P. CORREA  
Chief of Police

By   
DEBORA A. TANDAL  
Assistant Chief of Police  
Support Services Bureau

DEPARTMENT OF PARKS AND RECREATION  
**CITY AND COUNTY OF HONOLULU**

KAPOLEI HALE, 1000 ULUOHIA STREET, STE. 309 • KAPOLEI, HAWAII 96707  
Phone: (808) 768-3003 • FAX: 768-3053 • Internet: www.honolulu.gov

MUFU HANNEMANN  
MAYOR



March 31, 2008

DEPT OF PLANNING  
AND PERMITTING  
CITY & COUNTY OF HONOLULU

LESTER K. C. CHANG  
DIRECTOR

GAIL Y. HARAGUCHI  
DEPUTY DIRECTOR

08 APR -1 P2:23

RECEIVED

TO: HENRY ENG, FAICP, DIRECTOR  
DEPARTMENT OF PLANNING AND PERMITTING

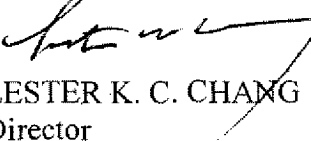
FROM: LESTER K. C. CHANG, DIRECTOR

SUBJECT: PUBLIC INFRASTRUCTURE MAP REVISION FOR THE HONOLULU  
HIGH-CAPACITY TRANSIT CORRIDOR PROJECT (2008/PIM-1)

Thank you for the opportunity to review and comment on the proposed Public Infrastructure Map Revision for the Honolulu High-Capacity Transit Corridor Project.

The Department of Parks and Recreation has no comment at this time other than to note that the location maps enclosed with your request for comments suggests a possible conflict with the proposed Pearl Harbor Trail improvements and suggest that you contact Mr. Terry Hildebrand, Planner, of the Department of Design and Construction for clarification regarding the boundaries of the Pearl Harbor Trail property.

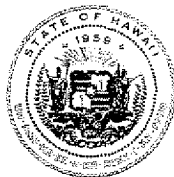
Should you have any questions, please contact Mr. John Reid, Planner, at 768-3017.

  
LESTER K. C. CHANG  
Director

LKCC:jr  
(252649)

cc: Terry Hildebrand, Department of Design and Construction

LINDA LINGLE  
GOVERNOR



RUSS K. SAITO  
COMPTROLLER

BARBARA A. ANNIS  
DEPUTY COMPTROLLER

STATE OF HAWAII  
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES

P.O. BOX 119, HONOLULU, HAWAII 96810

(P)1079.8

MAR 28 2008

DEPT OF PLANNING  
AND PERMITTING  
CITY & COUNTY OF HONOLULU

08 MAR 31 AM 11:23

RECEIVED

Mr. Henry Eng, FAICP  
Director  
Department of Planning and Permitting  
City and County of Honolulu  
650 South King Street, 7<sup>th</sup> Floor  
Honolulu, Hawaii 96813

Dear Mr. Eng:

Subject: Public Infrastructure Map Revision for the Honolulu High-Capacity Transit  
Corridor Project (2008/PIM-1)

Thank you for your letter dated March 7, 2008. The Department of Accounting and General Services (DAGS) understands the City's desire to move this project forward expeditiously, and is prepared to work with the Department of Transportation Services (DTS) on two areas of concern. The first is the effect this project may have on the Aloha Stadium and the second is its effect on our Liliha Civic Center.

Aloha Stadium

1. The proposed alignment is far more intrusive into the stadium property than the previous alignment that more closely followed Salt Lake Boulevard. This would be mitigated by running the system past the airport, or if this is not possible, by an improved arrangement crossing over the H1 freeway near Salt Lake Boulevard that would more closely follow Salt Lake Boulevard past the stadium. The State Fair and other events use the parking lot area traversed by the proposed alignment. In addition, if there is a need in the future to build a new facility, such as a replacement stadium, the proposed alignment may preclude this or make it much more expensive.
2. Disturbance during construction and operation of the transit system, including losses of parking and access, and additional noise, would adversely affect our operations and the outlying community.
3. Our need to provide operational security and safety for our workers, event attendees, and other visitors requires that pedestrian walkways be independent of vehicular traffic and that transit station and park and ride facilities be securable daily from stadium,

AR00021241

4. The park and ride, transit station, and the transit line itself would each eliminate much of our parking without compensating or providing in-kind replacement parking capacity. This would exacerbate our already critical shortage of parking during major events. A mutually beneficial solution might be for the City to build a new parking structure of perhaps three or more levels for shared use between your park and ride and major stadium events, similar to other park and ride facilities, and if the traffic improvements listed in the next item are implemented.
5. To address traffic congestion and provide the opportunity to increase parking, we suggest that the City eliminate the far west section of Salt Lake Boulevard (SLB) that runs through the Kamehameha lot and the bus lot. This would create a contiguous lot. We would also have to remove traffic lights at the corner of Essex Road/Main Salt Lake Gate 1 (MSLG 1) and SLB/Kamehameha Highway, and establish two-way traffic on Essex Road. Essex Road and the intersection at Essex Road/Kamehameha Highway would have to be modified to accommodate heavier traffic flow in this area. New ingress/egress options for MSLG 1 and Kamehameha lot would have to be discussed as well.

Liliha Civic Center

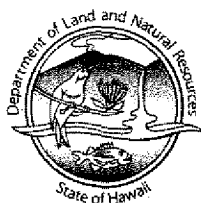
There have been no discussions with us about the Liliha Civic Center property that is across King Street from Aala Park. We will reserve our comments pending meetings and discussions on this matter.

If you have any questions, please call me at 586-0400 or have your staff call Mr. Bruce Bennett of the Public Works Division at 586-0491.

Sincerely,

  
RUSS K. SAITO  
State Comptroller

c: The Honorable Brennan Morioka, Director, DOT  
Mr. Wayne Yoshioka, CCH-DTS  
Mr. Scott Chan, Aloha Stadium Manager  
Mr. Jim Dunn, Parsons Brinkerhoff



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

March 25, 2008

Department of Planning & Permitting  
City & County of Honolulu  
650 South King Street 7th Floor  
Honolulu, Hawaii 96813

Attention: Mr. Tim Hata

Gentlemen:

Subject: Public Infrastructure Map Revision for the Honolulu High-Capacity  
Transit Corridor Project (2008/PIM-1)

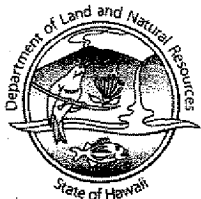
Thank you for the opportunity to review and comment on the subject matter. The Department of Land and Natural Resources' (DLNR) Land Division distributed or made available a copy of your report pertaining to the subject matter to DLNR Divisions for their review and comment.

Other than the comments from Land Division, Division of Boating & Ocean Recreation, the Department of Land and Natural Resources has no other comments to offer on the subject matter. Should you have any questions, please feel free to call our office at 587-0433. Thank you.

Sincerely,

A handwritten signature in cursive script, appearing to read "Charlene B. Atta".

*for* Morris M. Atta  
Administrator



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

March 12, 2008

MEMORANDUM

From: TO:

**DLNR Agencies:**

- ☒ Div. of Aquatic Resources
- ☒ Div. of Boating & Ocean Recreation
- ☒ Engineering Division
- ☒ Div. of Forestry & Wildlife
- ☒ Div. of State Parks
- ☒ Commission on Water Resource Management
- ☒ Office of Conservation & Coastal Lands
- ☒ Land Division – Oahu District/Keith Chun

TO:  
FROM:

FOR: Morris M. Atta *Chaulone*

SUBJECT: Public Infrastructure Map Revision for the Honolulu High-Capacity Transit Corridor Project

LOCATION: Oahu

APPLICANT: City & County of Honolulu, Department of Planning & Permitting

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Available for viewing at Room 220. Please submit any comments by March 20, 2008.

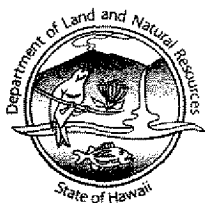
If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

- ☐ We have no objections.
- ☒ We have no comments.
- ☐ Comments are attached.

Signed: *Shaw*

Date: 3/24/08



RECEIVED  
LAND DIVISION

STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

7263 MAR 13 3:06  
LAND DIVISION  
STATE OF HAWAII

March 12, 2008

MEMORANDUM

TO:

**DLNR Agencies:**

- ☒ Div. of Aquatic Resources
- ☒ Div. of Boating & Ocean Recreation
- ☒ Engineering Division
- ☒ Div. of Forestry & Wildlife
- ☒ Div. of State Parks
- ☒ Commission on Water Resource Management
- ☒ Office of Conservation & Coastal Lands
- ☒ Land Division – Oahu District/Keith Chun

FROM:

Morris M. Atta *Chadene*

SUBJECT:

Public Infrastructure Map Revision for the Honolulu High-Capacity Transit Corridor Project

LOCATION: Oahu

APPLICANT: City & County of Honolulu, Department of Planning & Permitting

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Available for viewing at Room 220. Please submit any comments by March 20, 2008.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

- ☒ We have no objections.
- ☐ We have no comments.
- ☐ Comments are attached.

Signed:

Date:

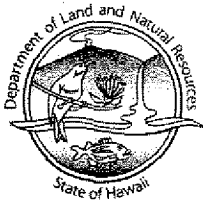
3/14/08

*Keith Chun*

LINDA LINGLE  
GOVERNOR OF HAWAII



LAURA H. THIELEN  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

March 28, 2008

Department of Planning & Permitting  
City & County of Honolulu  
650 South King Street 7th Floor  
Honolulu, Hawaii 96813

Attention: Mr. Tim Hata

Gentlemen:


Subject: Public Infrastructure Map Revision for the Honolulu High-Capacity Transit  
Corridor Project (2008/PIM-1)

Thank you for the opportunity to review and comment on the subject matter. The Department of Land and Natural Resources' (DLNR), Land Division distributed or made available a copy of your report pertaining to the subject matter to the Division of Forestry & Wildlife for their review and comment.

The Department of Land and Natural Resources has no other comments to offer on the subject matter. Should you have any questions, please feel free to call our office at 587-0433. Thank you.

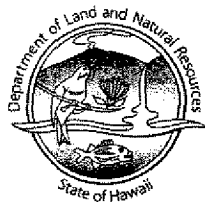
Sincerely,

A handwritten signature in cursive script, appearing to read "Charles E. Udo".

 Morris M. Atta  
Administrator

RECEIVED  
08 APR -1 AM 1:05  
DEPT OF PLANNING  
AND PERMITTING  
CITY & COUNTY OF HONOLULU





STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

March 12, 2008

MEMORANDUM

TO: **DLNR Agencies:**  
x Div. of Aquatic Resources  
x Div. of Boating & Ocean Recreation  
x Engineering Division  
x Div. of Forestry & Wildlife  
x Div. of State Parks  
x Commission on Water Resource Management  
x Office of Conservation & Coastal Lands  
x Land Division – Oahu District/Keith Chun

FROM: *for* Morris M. Atta *Chaulene*  
SUBJECT: Public Infrastructure Map Revision for the Honolulu High-Capacity Transit Corridor Project  
LOCATION: Oahu  
APPLICANT: City & County of Honolulu, Department of Planning & Permitting

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Available for viewing at Room 220. Please submit any comments by March 20, 2008.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

- ☒ We have no objections.  
☒ We have no comments.  
☐ Comments are attached.

Signed: *Paul J. Conry*

Date: 3.25.08

*PC* PAUL J. CONRY, ADMINISTRATOR  
DIVISION OF FORESTRY AND WILDLIFE

RECEIVED  
LAND DIVISION  
2008 MAR 27 A 9:10  
HONOLULU, HAWAII  
STATE OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF EDUCATION  
P.O. BOX 2360  
HONOLULU, HAWAII 96804

OFFICE OF SCHOOL FACILITIES AND SUPPORT SERVICES  
[REDACTED]

March 25, 2008

Mr. Henry Eng, Director  
City and County of Honolulu  
Department of Planning and Permitting  
650 South King Street, 7<sup>th</sup> Floor  
Honolulu, Hawaii 96813

Dear Mr. Eng:

SUBJECT: Public Infrastructure Map Revisions (2008/PIM-1)

The Department of Education (DOE) has concerns about the proposed mass transit lines and other facilities as illustrated on maps without street names due to the proximity of those facilities to public school campuses.

Our concerns center on the following schools:

1. Barbers Point Elementary
2. Elementary and High School in the Ho'opili project
3. Waipahu Intermediate
4. Waipahu High School
5. Pearl City Elementary
6. Aliamanu Elementary
7. Aliamanu Middle
8. Kalihi Kai Elementary
9. Kalakaua Intermediate
10. Pohukaina school site.

As we were not successful in reaching anyone in your office for the additional information that was offered, we cannot be sure if the above list is complete. We request more information about what might be planned near the DOE campuses. We have concerns about losing campus acreage to transit lines or facilities, transit noise, access between schools and the transit lines, and the disruptions during construction. If you have more information about impacts to additional schools or the variety of impacts anticipated, we would appreciate this information.

If you have any questions, please call Heidi Meeker at the Facilities Development Branch at 377-8301.

Sincerely yours,

Duane Y. Kashiwai  
Public Works Administrator  
Facilities Development Branch

DYK:jmb

RECEIVED  
08 MAR 28 AIO:47  
DEPT OF PLANNING  
AND PERMITTING  
CITY & COUNTY OF HONOLULU



RECEIVED FAX (808) 594-1865

'08 MAR 27 A11:28

**STATE OF HAWAII**  
**OFFICE OF HAWAIIAN AFFAIRS**  
711 KAPI'OLANI BOULEVARD, SUITE 500  
HONOLULU, HAWAII 96813

DEPT OF PLANNING  
AND PERMITTING  
CITY & COUNTY OF HONOLULU

HRD08/2156F

March 24, 2008

Henry Eng  
Director  
Department of Planning & Permitting  
650 S. King Street, 7<sup>th</sup> Floor  
Honolulu, HI 96813

**RE: Public Infrastructure Map Revision for the Honolulu High-Capacity Transit Corridor Project (2008/PIM-1)**

Dear Mr. Eng,

The Office of Hawaiian Affairs (OHA) is in receipt of your March 7, 2008 submission and offers the following comments:

Our office notes the revisions to the 'Ewa, Central Oahu, and Primary Urban Center Public Infrastructure Maps in order to facilitate the development of the Honolulu High Capacity Transit Corridor Project.

According to your submission, some portions of the proposed route will be located in the Special Management Area and some portions will also require a State Land Use designation change via the State Land Use Petition process before the State Land Use Commission. We look forward to receiving those environmental studies when they come available for comment.

Thank you for the opportunity to comment. If you have further questions or concerns, please contact Jason Jeremiah, Policy Advocate-Preservation, Native Rights, Land and Culture, at (808) 594-1816 or [jasonj@oha.org](mailto:jasonj@oha.org).

Aloha,

A handwritten signature in cursive script, appearing to read "Clyde W. Nāmu'o".

Clyde W. Nāmu'o  
Administrator

LINDA LINGLE  
GOVERNOR  
STATE OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF HAWAIIAN HOME LANDS

P.O. BOX 1879  
HONOLULU, HAWAII 96805

MICAH A. KANE  
CHAIRMAN  
HAWAIIAN HOMES COMMISSION  
KAULANA H. PARK  
DEPUTY TO THE CHAIRMAN  
ROBERT J. HALL  
EXECUTIVE ASSISTANT

March 14, 2008

Mr. Henry Eng, FAICP, Director  
City and County of Honolulu  
Department of Planning and Permitting  
650 South King Street, 7<sup>th</sup> Floor  
Honolulu, HI 96813

DEPT OF PLANNING  
AND PERMITTING  
CITY & COUNTY OF HONOLULU

08 MAR 27 AM 12:29

RECEIVED

Dear Mr. Eng:

Subject: Public Infrastructure Map Revision for the  
Honolulu High-capacity Transit Corridor Project  
(2008/PIM-1)

Thank you for the opportunity to comment on the subject  
proposed Public Infrastructure Map Revision.

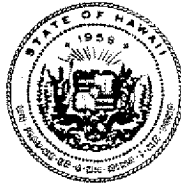
The Department of Hawaiian Home Lands' (DHHL) projects at  
East Kapolei I and East Kapolei II could potentially be affected  
by the location of the western terminus of the Minimum Operable  
Segment (MOS). We understand that a temporary park and ride is  
anticipated in the vicinity (for which a PIM symbol is neither  
being requested, nor required). Those facilities need to be  
sufficient to preclude transit users parking on the streets of  
our residential subdivisions. The station and park and ride  
also need to be located so that the North-South Road/ East-West  
Road Intersection does not get congested. Until Ho'opili is  
developed and connects to our roadways, that will be the only  
access point for East Kapolei II.

Should you have any questions, please call Darrell Ing of  
our Land Development Division at 587-6451.

Aloha and mahalo,

for Micah A. Kane, Chairman  
Hawaiian Homes Commission

LINDA LINGLE  
GOVERNOR



ORLANDO "DAN" DAVIDSON  
EXECUTIVE DIRECTOR

**STATE OF HAWAII**

DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT AND TOURISM  
HAWAII HOUSING FINANCE AND DEVELOPMENT CORPORATION  
677 QUEEN STREET, SUITE 300  
Honolulu, Hawaii 96813  
FAX: (808) 587-0600

IN REPLY REFER TO:

08:PEO/35

March 31, 2008

Mr. Henry Eng, FAICP  
Director  
Department of Planning and Permitting  
City and County of Honolulu  
650 South King Street, 7<sup>th</sup> Floor  
Honolulu, Hawaii 96813

DEPT OF PLANNING  
AND PERMITTING  
CITY & COUNTY OF HONOLULU

08 APR -1 AM 1:03

RECEIVED

Dear Mr. Eng:

Re: Public Infrastructure Map Revision for the Honolulu High-Capacity Transit Corridor Project (2008/PIM-1)

We have reviewed the summary description material for the proposed revision to the PIM for the Honolulu High-Capacity Transit Corridor Project and offer the following comments.

We believe that planning for the High-Capacity Transit Corridor Project must be balanced and coordinated with existing plans for the development of affordable housing. The Senior Residence at Iwilei is a 160-unit rental housing project that is proposed for development on approximately 1.825 acres of land owned by the Hawaii Housing Finance and Development Corporation. The affordable rental project will assist elderly households with incomes of 60% or below the area median income. The non-profit developer obtained City Council approvals under the provisions of Chapter 201G, HRS (now Chapter 201H) in August 2004. The affordable housing project has been earmarked for additional City review due to its proximity to the proposed transit corridor.

The residents of the Senior Residence at Iwilei could certainly benefit from the project's proximity to the proposed transit corridor/station. However, we are concerned that a prolonged agency review and possible redesign work to accommodate the proposed transit project will impact the overall financial feasibility of the affordable housing project.

Mr. Henry Eng, FAICP

March 31, 2008

Page 2

We support the proposed revisions to the Ewa, Central Oahu, and Primary Urban Center PIM. However, there is an urgent need for affordable housing, particularly rental housing for lower income residents. We, therefore, ask that consideration be given to existing plans for the development of affordable housing projects that are located in proximity to the proposed transit corridor/stations. Thank you for the opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dan Davidson', with a stylized flourish at the end.

Orlando "Dan" Davidson  
Executive Director

LINDA LINGLE  
Governor

JAMES R. AIONA, JR.  
Lieutenant Governor

THEODORE E. LIU  
Director

MARK K. ANDERSON  
Deputy Director



**LAND USE COMMISSION**  
Department of Business, Economic Development & Tourism  
State of Hawai'i

RODNEY A. MAILE  
Interim Executive Officer

SANDRA M. MATSUSHIMA  
Chief Clerk

BERT K. SARUWATARI  
Senior Planner

FRED A. TALON  
Drafting Technician

March 17, 2008

Mr. Henry Eng, FAICP, Director  
Department of Planning and Permitting  
City and County of Honolulu  
650 South King Street, 7<sup>th</sup> Floor  
Honolulu, Hawaii 96813

Dear Mr. Eng:

Subject: Public Infrastructure Map Revision for the Honolulu High-Capacity Transit  
Corridor Project (2008/PIM-1)

We acknowledge receipt of your memorandum dated March 7, 2008, requesting this agency's review and comments regarding the above-subject project.

We have no comments to offer at this time. Thank you for the opportunity to comment on the subject project. Should you have any questions or need further assistance, please do not hesitate to call the Land Use Commission at 587-3822.

Sincerely,

RODNEY A. MAILE  
Interim Executive Officer

RECEIVED  
08 MAR 24 P 3:49  
DEPT OF PLANNING  
AND PERMITTING  
CITY & COUNTY OF HONOLULU



RECEIVED

'08 MAR 28 P3:53

March 24, 2008

DEPT OF PLANNING  
AND PERMITTING  
CITY & COUNTY OF HONOLULU

Mr. Henry Eng, Director  
Department of Planning and Permitting  
650 South King Street, 7th Floor  
Honolulu, Hawaii 96813

Dear Mr. Eng:

**Proposed Revision to the Ewa, Central Oahu, and Primary Urban Center  
Public Infrastructure Maps (2008/PIM-1)**

The Oahu Metropolitan Planning Organization supports the revision of the public infrastructure map to include the Honolulu High-Capacity Transit Corridor Project (2008/PIM-1). This project is reflected in the *Oahu Regional Transportation Plan 2030*, which represents Oahu's official direction for its future transportation investments.

If you have any questions in this regard, please contact Randolph Sykes at 587-2015. Thank you.

Sincerely,

Gordon G.W. Lum  
Executive Director



March 20, 2008



Ken T. Morikami  
Manager  
Engineering Department

DEPT OF PLANNING  
AND PERMITTING  
CITY & COUNTY OF HONOLULU

08 MAR 24 P1:52

RECEIVED

Mr. Henry Eng, FAICP  
Director, Department of Planning and Permitting  
650 South King Street, 7<sup>th</sup> Floor  
Honolulu, Hawaii 96813

Dear Henry:

Subject: Honolulu High-Capacity Transit Corridor Project (2008/PIM-1)  
Public Infrastructure Map Revision

The proposed work for this project includes the construction of a 34-mile fixed-guideway rapid transit system from Kapolei to Honolulu. Numerous HECO facilities are located within the overall route. As such, it is likely that existing HECO underground and overhead transmission, sub-transmission, distribution and telecommunication facilities will need to be relocated. However, until the detailed design of the transit system is complete, the scope of HECO's relocations can not be determined.

In addition to the relocations, HECO will need to construct new facilities to serve the load of the transit system as well as the 36 transit stations and one maintenance and repair facility. Based on the preliminary data HECO has received, 25 new distribution circuits and 6 new distribution substations may be required.

Thank you for allowing HECO to provide input on this matter. Earlynne Oshiro is the Project Manager for this project. If you have any questions, please call her at 543-7825.

Sincerely,

DIAMOND HEAD/KAPAHULU/ST. LOUIS HEIGHTS  
NEIGHBORHOOD BOARD #5  
HIGH-CAPACITY TRANSIT TASK FORCE COMMITTEE

March 28, 2008

CITY AND COUNTY OF HONOLULU  
DEPARTMENT OF PLANNING AND PERMITTING  
650 SOUTH KING STREET, 7<sup>TH</sup> Floor  
HONOLULU, HAWAII 96813  
ATTN: MR. HENRY ENG, DIRECTOR

RE: PUBLIC INFRASTRUCTURE MAP REVISION FOR THE HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT (2008/PIM-1)

The Diamond Head/Kapahulu/St. Louis Heights, Neighborhood Board No. 5, High-Capacity Transit Task Force Committee offers the following concerns and comments. On behalf of the communities we represent, the Task Force committee urges your full and detailed consideration of the concerns listed below, pertaining to the Public Infrastructure Map designations of the contemplated Waikiki fixed guide way spur and associated facilities that will adversely affect our communities:

Compounded Adverse Impacts. Businesses and residents alike are concerned about the potential significant negative impacts, the destruction of the existing economic structure and resulting irreparable damage to the businesses and facilities along the Kapahulu Avenue corridor and in the surrounding areas in the vicinity of Kuhio Avenue. The potential destruction and projected deterioration of the existing social and recreational quality of the Kapahulu neighborhood and community along this corridor is also a concern, especially in the vicinity of Kapiolani Park.

Access Corridor Carrying Capacity. The community is also very concerned about the potential significant negative impacts on the existing businesses, parking and community structures and facilities throughout the Kapahulu corridor to accommodate the requirements for a transit station terminus adjacent to or near Kapahulu Avenue. Major concerns include any future transit station terminus and associated park-and-ride centers clearly foreseen to impact the limited carrying capacity of the entire length of Kapahulu Avenue commonly used as an alternate Waikiki ingress and egress corridor.

Comprehensive Planning. Rational planning would dictate that the proposed Waikiki spur terminus abutting Kapahulu Avenue would have to incorporate peripheral park-and-ride facilities and accommodate multiple trains to provide for a train malfunction that would occasionally close the entire spur. How large would this terminus and associated park-and-ride facility be, and where would these be located? There do not appear to be any trip-orientation parking facilities to accommodate this terminus unless Waikiki hotels would offer their parking garages for this purpose. Certainly, the Honolulu Zoo and Waikiki Shell parking lots cannot be used, because the courts have clearly defined the parking areas in and around Kapiolani Park as being reserved for park users only.

The Task Force strongly recommends that the contemplated fixed guide way transit project, including the route and any related facilities, is kept well away from the physical boundaries of the Kapahulu corridor and the surrounding neighborhoods, and the Kapiolani Park Trust lands which extends to Waikiki.

Fiscal Impacts on Honolulu Citizens. Considerable community concern also evolves around the adverse fiscal aspects of this project. The overall projected debit ceiling, potential spiraling project cost overruns, the survival of a balanced city budget, and foreseen property and excise tax rate increases with marginal return on investment, has the serious attention of our communities.

Many residents in our communities view this cumbersome public works project as having overall significant negative social and environmental effects, with the potential of creating an economic disaster for the City and County of Honolulu.

Public Health, Welfare and Safety. The requirement to cope with the potential increase in crime that a higher density urban population would attract is also of major concern. Transit systems are known to attract criminal elements to a high degree. Currently, a transit oriented development (TOD) type of living exists in Honolulu's Chinatown. Higher-density residential complexes, shrinking incomes in relation to living costs, population density and growth, beatings and other violence on the sidewalks after hours, and life-style changes including homelessness have spawned the proliferation of the type of street life that also transforms our established and once-safe Honolulu neighborhoods.

Is this what we want our communities that surround Waikiki to be destined to become?

There would be marginal benefit to the residents of our neighborhood, while residents and visitors would be forced to endure increased noise and traffic generated by the proposed transit line. In addition, the elevated rail line is likely to attract graffiti offenders, compounding the visual blight of the proposed elevated train infrastructure.

Another concern that hasn't been widely addressed is the potential requirement to evacuate our senior residents and visitors, and the physically challenged between transit stations, during a natural or other disasters. Since the elevated structure is between 60'- 80' would our emergency services such as the Honolulu Fire Department be required to invest in additional costly equipment, ladder super-structure, and specially trained personnel?

Traffic flow along the Waikiki route is also be of significant concern. Frequent parades along Kalakaua Avenue would route additional traffic along the transit route during the construction phase and continue long after its completion. The potential loss of traffic lanes from the overhead infrastructure would further complicate and constrict traffic flow.

The noise factors of the transit guide way system are another major concern. While the recent "Honolulu On The Move" newsletter (March 2008) contained an article concerning noise and the relative decibel levels that would be within established audio standards, we believe a vital

component of audio pollution has not been addressed. That component that has not been addressed is pitch or frequency at a particular decibel level.

A few days ago, I personally experienced this situation at the Washington National Ronald Reagan Airport. I happened to be walking along the airport parking structure across the airport terminal and witnessed a high school student group being affected by the high-pitched squeal of the train brakes as they waited for their transportation, where both the DC Metro "Blue" and "Yellow" Lines serve the airport.

Students were covering their ears with both hands to block out the noise in spite of the fact that they were quite a distance from the rail line. I thought it to be of interest that whenever aircraft were landing and taking off - although significant louder - the noise did not result in the same unnerved reaction on the part of the students - that of covering their ears.

In summary, the aesthetics of the project, the cost and return on investment, the potential congestion and damage to the economic base of the neighborhood that might be created, the quality of life changes, reduced land values due to the negative impacts, the additional noise pollution, the negative change in the character and comfort of our community, transit crime and safety issues, etc. seem to outweigh the benefits of the contemplated system.

The Diamond Head/Kapahulu/St. Louis Heights, Neighborhood Board No. 5, High-Capacity Transit Task Force Committee unanimously opposes the system as currently planned and therefore has serious reservations and concerns about placing the proposed transit corridor alignment and related facilities on the Primary Urban Center Public Infrastructure Map.

Respectfully submitted,

Bert T. Narita  
Chairman



WAIKIKI NEIGHBORHOOD BOARD NO. 9

c/o NEIGHBORHOOD COMMISSION • 530 SOUTH KING STREET ROOM 406 • HONOLULU, HAWAII, 96813  
PHONE (808) 768-3710 • FAX (808) 768-3711 • INTERNET: <http://www.honolulu.gov>

CITY & COUNTY OF HONOLULU  
DEPT. OF PLANNING  
AND PERMITTING

08 MAR 20 A8:57

RECEIVED

Director Henry Eng  
Department of Planning and Permitting  
City and County of Honolulu

March 17, 2008

Reference: Public Infrastructure Map Revision for the Honolulu High-Capacity Transit Corridor Project (2008/PIM-1)

Director Eng,

Thank you for your letter of March 7, 2008 on this issue. The Waikiki Neighborhood Board is opposed to the "Waikiki Spur" identified on the maps attached to your letter.

This issue was addressed at our public meeting and soundly rebuked by the majority of board members, residents and other community associations.

Our concerns include but are not limited to:

Waikiki currently supports 39 street events a year that close Kalakaua Avenue. During those events traffic Kuhio Avenue is the primary corridor for residents, police, fire and EMS vehicles. By taking a lane of traffic away creates a clear danger to the community during those 39 street closures and during construction and repair periods.

The two stops will provide absolutely no service to the residents and are too far away for the majority of visitor industry workers to walk to work.

Noise levels are finally going down with the Hybrid Busses and this steel on steel technology will only add unacceptable noise for the residents and visitors who live or visit on Kuhio Avenue.

The Waikiki Neighborhood Board was not satisfied with the "single choice" offered at our meeting to once again tear up Kuhio Avenue and pour thousands of yards of concrete that will not support our seniors or even our visitor industry workers travel.

To conclude we oppose adding any change to the PIM that involves Waikiki.

Mahalo for your concern,

  
Robert Finley  
Chair



#4

WAIKIKI AREA RESIDENTS ASSOCIATION

444 Nahua Street, Penthouse 9  
Honolulu, HI 96815  
Phone 922-6188

March 28, 2008

Mr. Henry Eng, Director  
Department of Planning and Permitting  
City and County of Honolulu  
650 South King St.  
Honolulu, HI 96813

Subj: WRA OPPOSITION TO RAIL

Dear Mr. Eng,

This letter responds to your March 7, 2008 request for review and comment concerning the Public Infrastructure Map Revision for the Honolulu High-Capacity Transit Corridor Project (2008/PIM-1).

The Waikiki Area Residents Association (WRA) opposes the proposed rail system in its entirety. Our reasons fall generally in the area of ineffectiveness, extreme cost, and environmental consequences – social, physical, and economic. Those same reasons apply to any planned rail spur into Waikiki. The planned spur promises to harm Hawaii's premier tourism resource.

Our specific comments concerning the proposed Waikiki spur are attached. Thank you for this opportunity to comment on this project.

Sincerely,



Robert R. Kessler  
Chair, Board of Directors  
Waikiki Area Residents Association

Cc:  
Councilmember Charles Djou  
Robert Finley, Chair, NB9  
Rick Egged, Waikiki Improvement Association  
Representative Tom Brower  
Senator Gordon Trimble

RECEIVED

APR 1 10 38 AM '08

CITY CLERK  
HONOLULU, HAWAII

## WAIKIKI AREA RESIDENTS ASSOCIATION

### COMMUNITY CONCERNS ADDRESSING THE SIGNIFICANT IMPACTS OF THE PUBLIC INFRASTRUCTURE MAP REVISION FOR THE HONOLULU HIGH-CAPACITY TRANSPORTATION CORRIDOR PROJECT (2008/PIM-1)

MARCH 28, 2008

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APR 1 10:30 AM '08

CITY CLERK  
HONOLULU, HAWAII

Hawai'i, our home, as described on the Hawaii Visitors and Convention Bureau Web Site  
gohawaii.com:

*"The fresh, floral air energizes you. The warm, tranquil waters refresh you. The breathtaking natural beauty renews you. Look around. There's no place on earth like Hawaii.*

*Whether you're a new visitor or returning, our six unique islands offer distinct experiences that will entice any traveler. We warmly invite you to explore our islands and discover your ideal travel experience.*

*Step off the plane and it's as if the volume on your senses has been turned up. Smell the fresh plumeria in the air. See sapphire seas, emerald valleys, and halos of rainbow arches. Feel the warm radiance of the sun on your cheeks while a cool rush of ocean water sucks the sand from between your toes.*

*It's no secret that the Islands of Aloha are a scenic paradise for the senses, but an exploration of the rich cultural history of the Hawaiian people makes your first visit to the islands even richer. With so much to experience, you'll find the warm embrace of Hawaii waiting for you on your second visit and beyond."*

**The ill-planned industrial elevated rail guideway will change the landscape of Honolulu forever. Since the far-reaching costs will far outweigh any benefits of building the system, the Waikiki Area Residents Association strongly opposes the elevated guideway system as presently planned, and therefore objects to the proposed revision to the Ewa, Central Oahu and Primary Urban Center Public Infrastructure Maps for the following reasons:**

#### **I. A PERMANENT BLIGHT ON OUR ISLAND LANDSCAPE**

*"The breathtaking, natural beauty renews you. Look around. There's no place on earth like Hawaii... See sapphire seas, emerald valleys, and halos of rainbow arches... It's no secret that the Islands of Aloha are a scenic paradise for the senses ...an exploration of the rich cultural history of the Hawaiian people makes your first visit to the islands even richer."*

**The concrete elevated rail guideway is proposed to slice through some of Oahu's most scenic areas and across the historic Honolulu Waterfront. The monolithic structure threatens a significant visual blight on the landscape from the Honolulu Waterfront to Waikiki. The elevated track is planned to bisect the historic sites of Aloha Tower, Irwin Park and the Dillingham Transportation Building along the Honolulu Waterfront, and the new Kaka'ako**

## WAIKIKI AREA RESIDENTS ASSOCIATION

Mauka neighborhoods recently adopted in a community-based master plan. The snaking elevated guideway must then rise upgrade to the top of Ala Moana Center, and arch downward before again leaping 80 feet above H-1 freeway into the Manoa campus. **An alternate spur is planned to slice through the Waikiki skyline, sacrificing views and a struggling Hawaiian sense of place with a noisy, unsightly train.** The concrete elevated rail guideway will be akin to the **Embarcadero Freeway**, the infamous eyesore that blighted the San Francisco waterfront for decades and was finally demolished.

## II. UNENDING NOISE POLLUTION

*"Step off the plane and it's as if the volume on your senses has been turned up."*

Visitors arrive in Hawaii expecting a relaxing and peaceful tropical cultural experience. While the Waikiki environment already offers sirens, car alarms, back-up beepers, loud motorcycles, and other noise sources, **adding a steel-on-steel rail system will measurably increase existing noise pollution at frequent intervals.** The 75-decibel volume value common to today's steel-on-steel technology is the equivalent of being within 50 feet of a weed whacker and 5 feet of a loud vacuum cleaner. Already at an alarming noise level, the steel-on-steel wheels and rails will also create a high discomfort level in Waikiki with the characteristic **high-frequency sound of metal squealing and screeching around curves and during stops.** In Waikiki the sounds emitted from the elevated guideway - whether steel-on-steel, rubber tire on concrete or any other technology - will be reflected and amplified throughout the high building corridors along Kuhio Avenue, mauka to the Ala Wai residential area, and makai through the resort area.

*"Whether you're a new visitor or returning, our . . . unique islands offer distinct experiences that will entice any traveler."*

This additional noise pollution will require Waikiki visitors and residents to resort to a closed, air conditioned room to assure a quiet night's sleep. Of equal importance is peaceful day-time enjoyment for visitors and residents who wish to sunbathe and listen to the waves on the beach during a well-earned vacation or after a long week of work. Guests in hotels immediately adjacent to rail tracks in Waikiki may be disrupted to the point of changing their quarters, as they did during previous projects involving pile-driving, or ultimately never returning. Clearly, this plan is the antithesis of enhancing the Hawaiian experience for visitors and residents alike.

## III. THE TRAIN = EXACERBATED WAIKIKI TRAFFIC CONGESTION

*"...explore our islands and discover your ideal travel experience."*

Kuhio Avenue is one of only three east-west thoroughfares in Waikiki, and the only one that is bi-directional. It also is one of two main arteries serving a majority of Waikiki's residents. The previous City Administration removed four traffic lanes from Waikiki; one each from Kalakaua and Ala Wai Boulevard, and two lanes from Kuhio Avenue. **This ill-devised maneuver reduced vehicle carrying capacity in Waikiki by nearly 30%.** In addition, remaining lanes on Kuhio were reduced in width, creating acute traffic hazards requiring remedy. Even now, when



large buses and trucks pass each other going in opposite directions, mirror to mirror clearance does not meet Federal safety standards. In addition, Kalakaua Avenue is closed for community events approximately 50 to 70 times annually, e.g., eight (8) street closures in March 2008, and each closure requires that all 6 Diamondhead bound traffic lanes use Kuhio Avenue during the closure.

Emergency response vehicles (police, fire equipment, ambulances) use Kuhio Avenue approximately 10-15 times per day on response calls, and the presence of the overhead train system's infrastructure along Kuhio Avenue will compound the **adverse effect on the route options available to emergency response vehicles. The overhead train system's infrastructure will further reduce vehicular carrying capacity along Kuhio Avenue, impeding traffic flow for freight delivery, The Bus, trolleys, limousines and taxis, and tour buses.** The resulting increased traffic congestion will disrupt the flow of goods – and customers - to businesses and hotels throughout Waikiki, particularly along the Kuhio corridor.

Thus, the traffic congestion the rail system is supposed to mitigate will actually be aggravated by the rail system's construction and implementation, with all of the consequences for increased fuel consumption, constrained emergency vehicle access and egress, and economic harm to the neighborhood.

#### IV. COMPROMISED SAFETY AND CONVENIENCE

*"We warmly invite you to explore our islands and discover your ideal travel experience."*

The two train stops planned in Waikiki **are not conveniently positioned for most hotels.** Some rail communities (e.g., Fruitvale and Portland) have experienced increases in assaults and other crime in locales adjacent to train stations. This will require **additional police or other security personnel, adding to system operating costs.**

Passengers en route to most hotels, condotels and condominiums will be forced either to walk or transfer to another transportation mode. However, other transportation modes will be affected by the additional street congestion and impediments created by the presence of the rail system. In addition, those entering and exiting Waikiki by other transportation modes will encounter the same street congestion, particularly en route to destinations along the Kuhio corridor.

*"With so much to experience, you'll find the warm embrace of Hawaii waiting for you on your second visit and beyond."*

We in Waikiki are acutely aware of the possibility of power failures, seismic activity, tsunamis, hurricanes or other emergencies which might disrupt train operations or damage train infrastructure. Medical emergencies pose similar problems. **Emergency evacuation of passengers from elevated train cars (some as high as 80 feet in the air) will be hazardous, and will complicate the duties of emergency responders.** And further transporting patients by ambulance will be hindered by the chronic street congestion induced by the elevated train infrastructure.

## WAIKIKI AREA RESIDENTS ASSOCIATION

*"Feel the warm radiance of the sun on your cheeks . . ."*

Significantly, the planned Waikiki spur will effectively block out sunlight on Kuhio Avenue, adversely affecting Kuhio Avenue's thriving vegetation, and producing at street level a **dark, barren corridor. Crime, graffiti and illicit activities are known to thrive in this type of contained and covered environment. Transit Oriented Development will soon become Transit Oriented Blight.**

## V. CARRYING CAPACITY AND OUR ENVIRONMENT

*"Whether you're a new visitor or returning, our . . . unique islands offer distinct experiences that will entice any traveler."*

We already have seen the fragility of the existing power grid when a seismic event on the Big Island cascaded into a statewide power failure. The proposed rail system will operate on electrical power and will impact on the entire island's finite power grid. **Additional electrical generation capacity, consuming additional fossil fuels and emitting more air pollution, will be required.**

*"The fresh, floral air energizes you. The warm, tranquil waters refresh you... Smell the fresh plumeria in the air... while a cool rush of ocean water sucks the sand from between your toes."*

It is projected that there will be a train every 90 seconds during the peak periods, and ensuing **vibrations will impact aged sewers, water mains, and adjoining structures. Sewer, electrical, and water supply infrastructure – particularly those infrastructure systems of advanced age – may be damaged by the constant vibration.** Waikiki is already famous for a major sewage spill migrating to the beaches from the Ala Wai Canal.

Rail vibrations apply not only to public sewer and water infrastructure, but equally to the plumbing and power infrastructure within older structures in the community. The empirical experiences with previous projects involving pile driving serve as vivid examples. Rail vibration could also impact the several medical clinics present in Waikiki. For example, Lasik labs, electron microscope and other procedures that are very sensitive to vibrations may not function properly if located within several hundred feet.

## **VI. COMMUNITY CONSENSUS IS MISSING**

**No documented community consensus exists on a preferred type of transit system. Indeed, no community consensus exists on the need for any fixed guideway system of any type. Less costly, more effective alternatives have been actively ignored by the City.**

**We urge the City Administration and City Council to put the elevated rail guideway issue on the November 2008 General Election ballot for the voters to decide.**



**Robert R. Kessler, President  
WAIKIKI AREA RESIDENTS ASSOCIATION  
444 Nahua Street, Penthouse 9  
Honolulu, HI 96815**

**Louis Erteschick, Vice President  
Anne V. Stevens, Secretary  
Bert Benevento, Director  
Helen Carroll, Director  
Raymond Gruntz, Director  
Michelle S. Matson, Director  
Laura Millman, Director  
Reg White, Director**

#4

Tachibana, Joanne F.

From: RawcoHI@cs.com  
Sent: Tuesday, April 01, 2008 10:26 AM  
To: Tachibana, Joanne F.  
Subject: The mad dash to build rail at taxpayers expense

TESTIMONY CONCERNING proposed revision to the Ewa, Central Oahu, and Primary Urban Center Public Infrastructure Maps (2008/PIM-1). (COMMUNICATION D-164)

Chair Okino and members of the Committee,

I am writing to tell you that I oppose any form of rail transit anywhere on this island but particularly the spur into Waikiki! This project completely ignores any and all suggestions to look at alternatives and refuses to take a stance on what is truly important to the people of Oahu, who are after all the folks you require to pay for all of this. Managed lanes and improved bus service must also be put up for consideration and all of the taxpayers of Oahu must be allowed to vote on this issue that is going to cost them so very much for so little value received. Ask them if they want traffic congestion reduced or if they want to ride a rail. Ask them if they want sewers and roads and smoothly flowing traffic or do they want a train that serves one small segment of the population. The price is the same for either choice. One fixes most of our woes and the other gives the mayor his train set.

Let Oahu VOTE!! Remember the Boston Tea Party was sparked by a government that refused to listen to it's taxpayers!

Sincerely,

Reg White  
1540 S. King St.  
Honolulu, Hawaii 96826-1919  
(808) 222-9794  
RawcoHI@cs.com

RECEIVED  
APR 1 10 48 AM '08  
CITY CLERK  
HONOLULU, HAWAII

**Tachibana, Joanne F.**

---

**From:** Bob Kessler [kessler.hawaii@hawaiiantel.net]  
**Sent:** Tuesday, April 01, 2008 9:38 AM  
**To:** Tachibana, Joanne F.  
**Cc:** Kim, Gail T.  
**Subject:** Planning and Sustainability Committee Testimony

**TESTIMONY CONCERNING proposed revision to the Ewa, Central Oahu, and Primary Urban Center Public Infrastructure Maps (2008/PIM-1). (COMMUNICATION D-164)**

**Aloha Chair Okino and Committee members - I am writing to oppose the rail project in it's entirety, and specifically the Waikiki Spur.**

Recently the Waikiki Area Residents Association (WRA) responded to Mr. Eng's request for comment with our rationale for opposing the rail. Our reply is attached. In addition to the objections raised to the project on it's merits, **we are seriously troubled that the project is moving forward without community agreement. We believe the project should be put before the voters for a decision whether or not to proceed.**

Respectfully,

Robert R. Kessler  
President, Waikiki Area Residents Association  
Ph. 922-6188

RECEIVED

APR 1 10 38 AM '08

CITY CLERK  
HONOLULU, HAWAII

4/1/2008

AR00021267



ALA MOANA/KAKA'AKO NEIGHBORHOOD BOARD NO. 11

c/o NEIGHBORHOOD COMMISSION • 530 SOUTH KING STREET ROOM 406 HONOLULU, HAWAII, 96813  
PHONE (808) 768-3710 • FAX (808) 768-3711 • INTERNET <http://www.honolulu.gov>

DEPT. OF PLANNING  
AND PERMITTING  
CITY & COUNTY OF HONOLULU

08 MAR 31 P2:40

RECEIVED

March 28, 2008

TO: HENRY ENG, DIRECTOR  
DEPARTMENT OF PLANNING AND PERMITTING  
CITY AND COUNTY OF HONOLULU  
650 SOUTH KING STREET, 7<sup>TH</sup> FLOOR  
HONOLULU, HI 96813

FROM: ALA MOANA KAKA'AKO NEIGHBORHOOD BOARD #11

SUBJECT: PUBLIC INFRASTRUCTURE MAP REVISION FOR THE HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT (2008/PIM-1)

The Ala Moana Kaka'ako Neighborhood Board #11 anticipates mostly negative impacts on the community we represent from the Honolulu High-Capacity Transit Corridor. There would be limited benefit to the residents of the neighborhood, while residents will endure increased noise and traffic due to the proposed rail line. In addition, the elevated rail line is likely to attract graffiti artists, adding to the unsightliness of the project.

We are a densely-populated residential neighborhood with easy access to the current bus system. Noise, graffiti, and ever-increasing traffic are common complaints at our Board meetings. Building the Honolulu High-Capacity Transit System through Kaka'ako will worsen these problems, especially since lanes of traffic will be reduced by the elevated rail. In addition, feeder traffic to the transit system adds to the current density.

Construction of this project is going to create catastrophic intrusions into citizens' lives, as a result of noise, serious interference with traffic flow, and creation of elevated structures beyond what are current heights at Ala Moana Center. Aesthetically, the rail system and transit stops will detract from the beauty of Hawaii for residents and tourists alike. The view planes in both the mauka and makai directions will be marred by the 60'- 80' rail structure.

In short, our neighborhood has much more to lose than it has to gain by the building of the rail line through the district. Quality of life will decrease. Complaints will increase. Residents will be inconvenienced by the existence of the rail. Chances are the rail system will rarely be used by residents of the district. **Since the costs far outweigh the benefits of building the system, the Board opposes the system as currently planned and therefore opposes the proposed revision to the Ewa, Central Oahu, and Primary Urban Center Public Infrastructure Maps.**

Sincerely,

Anne Stevens, Chair

Ala Moana/Kaka'ako Neighborhood Board #11



Oahu's Neighborhood Board system – Established 1973

AR00021268

# ATTACHMENT C

## Supporting Legislation



## A BILL FOR AN ORDINANCE

RELATING TO REQUIREMENTS FOR TRANSIT STATIONS.

BE IT ORDAINED by the People of the City and County of Honolulu:

SECTION 1. Purpose. The purpose of this ordinance is to establish certain requirements for the development of transit stations for a rail transit system and make conforming amendments to the revised ordinances.

SECTION 2. Chapter 13, Revised Ordinances of Honolulu 1990 ("Public Transit"), as amended, is amended by adding a new article to be appropriately designated by the revisor of ordinances and read as follows:

### "Article \_\_. Transit Stations

#### Sec. 13-\_\_\_.1 Application.

This article applies to the development of any transit station for a rail transit system should such a system be selected as the locally preferred alternative for Honolulu pursuant to the requirements of the Federal Transit Administration, U.S. Department of Transportation.

#### Sec. 13-\_\_\_.2 Requirement.

Prior to:

- (1) The adoption of a public infrastructure map symbol for a transit station pursuant to Chapter 4, Article 8; or
- (2) The budgeting of any funds for the construction of a transit station in the capital improvement budget;

whichever comes first, a transit oriented development ordinance shall first have been enacted that regulates development in the area of the transit station.

#### Sec. 13-\_\_\_.3 Transit oriented development ordinance.

As used in this article, "transit oriented development ordinance" ("TOD ordinance") means an amendment to the land use ordinance regulating development at and around transit stations. The TOD ordinance shall:





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**A BILL FOR AN ORDINANCE**

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- (1) Enable a mix of land uses;
- (2) Enable higher densities;
- (3) Eliminate or reduce minimum off-street parking requirements for such development;
- (4) Encourage travel by rail transit, buses, walking, bicycling, and other non-automobile forms of transport;
- (5) Encourage development of a mixture of market-rate and affordable housing;
- (6) Encourage public-private partnerships in such development;
- (7) Utilize form-based zoning, exemptions, or other alternatives from existing development regulations, and utilize other incentives to encourage such development;
- (8) Encourage activity at a defined community center; and
- (9) Encourage public input in the design of each transit station so each station reflects unique community design themes, history, or landmarks."

SECTION 3. Section 4-8.3, Revised Ordinances of Honolulu 1990 ("Types of infrastructure to be shown on public infrastructure map"), as amended, is amended by amending subsection (a) to read as follows:

"(a) Symbols for the following types of public improvement projects shall be shown on the public infrastructure maps, provided they meet the applicability criteria specified in Section 4-8.4:

- (1) Corporation yard;
- (2) Desalination plant;
- (3) Drainageway (open channel);
- (4) Energy generation facility;
- (5) Fire station;



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A BILL FOR AN ORDINANCE

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- (6) Government building;
- (7) Golf course (municipal);
- (8) Electrical transmission line and substation (above 46kV but less than 138kV);
- (9) Park;
- (10) Police station;
- (11) Parking facility;
- (12) Water reservoir;
- (13) Sewage treatment plant;
- (14) Solid waste facility;
- (15) Transit corridor;
- (16) Transit station;
- (17) Major collector or arterial roadway;
- [(17)] (18) Sewage pump station; and
- [(18)] (19) Potable water well."

SECTION 4. In Section 3, ordinance material to be repealed is bracketed. New material is underscored. When revising, compiling or printing this ordinance for inclusion in the Revised Ordinances of Honolulu, the revisor of ordinances need not include the brackets, the bracketed material or the underscoring.



A BILL FOR AN ORDINANCE

SECTION 5. This ordinance shall take effect upon its approval.

INTRODUCED BY:  
[Signature]  
[Signature]  
[Signature]  
[Signature]  
[Signature]  
[Signature]

DATE OF INTRODUCTION:

OCT 19 2006

Honolulu, Hawaii

Councilmembers

APPROVED AS TO FORM AND LEGALITY:

[Signature]  
Deputy Corporation Counsel

DISAPPROVED this 1<sup>st</sup> day of December, 2006.

[Signature] - VETOED  
MUFI HANNEMANN, Mayor  
City and County of Honolulu

(OCS/100406/ct)

CITY COUNCIL  
CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII  
CERTIFICATE

ORDINANCE 06-50

BILL 82 (2006)

Introduced: 10/19/06 By: DONOVAN DELA CRUZ

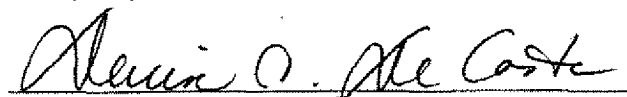
Committee: ZONING

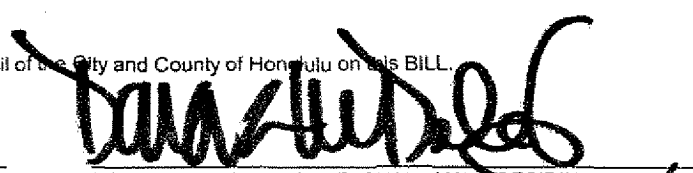
Title: A BILL FOR AN ORDINANCE RELATING TO REQUIREMENTS FOR TRANSIT STATIONS.

Links: BILL 82 (2006)  
CR-452

COUNCIL	10/25/06	BILL PASSED FIRST READING AND REFERRED TO COMMITTEE ON ZONING.			
	APO Y	CACHOLA Y	DELA CRUZ Y	DJOU Y	GARCIA Y
	KOBAYASHI Y	MARSHALL Y	OKINO Y	TAM Y	
ZONING	10/31/06	CR-452 - BILL REPORTED OUT OF COMMITTEE FOR PASSAGE ON SECOND READING.			
SPECIAL COUNCIL	11/1/06	BILL PASSED SECOND READING AND REFERRED TO ZONING COMMITTEE. CR-452 ADDED TO THE AGENDA AND ADOPTED.			
	APO Y	CACHOLA Y	DELA CRUZ Y	DJOU Y	GARCIA Y
	KOBAYASHI Y	MARSHALL Y	OKINO Y	TAM N	
PUBLISH	11/4/06	PUBLIC HEARING NOTICE PUBLISHED IN THE HONOLULU STAR-BULLETIN.			
PUBLISH	11/10/06	SECOND READING NOTICE PUBLISHED IN THE HONOLULU STAR-BULLETIN.			
		BILL RE-REFERRED FROM ZONING COMMITTEE TO DIRECT REFERRAL TO COUNCIL FLOOR DUE TO THE TIMELY PASSAGE OF THIS BILL. (CC-235 DATED 11/8/06)			
COUNCIL/PUBLIC HEARING	11/15/06	PUBLIC HEARING CLOSED AND BILL PASSED THIRD READING.			
	APO Y	CACHOLA Y	DELA CRUZ Y	DJOU Y	GARCIA Y
	KOBAYASHI Y	MARSHALL Y	OKINO E	TAM N	

I hereby certify that the above is a true record of action by the Council of the City and County of Honolulu on this BILL.

  
DENISE C. DE COSTA, CITY CLERK

  
DONOVAN M. DELA CRUZ, CHAIR AND PRESIDING OFFICER

06-50

AR00021274

ORDINANCE NO. 06-50

CITY COUNCIL  
CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII

CERTIFICATE

I hereby certify that Bill 82 returned vetoed by the Honorable Mufi Hannemann, Mayor of the City and County of Honolulu, on December 1, 2006, was taken up by the Council for reconsideration on December 22, 2006; and, at the same meeting, APPROVED by the said Council, the veto of the Mayor to the contrary notwithstanding by the following vote:

AYES: Councilmembers Apo, Cachola, Djou,  
Kobayashi, Marshall, Dela Cruz - 6.

NOES: Councilmembers Garcia, Okino, Tam - 3.

Further, pursuant to Section 3-203 of the Revised Charter of Honolulu and the foregoing action by the said Council, Bill 82 is duly enacted an Ordinance by this certification.

Dated, Honolulu, State of Hawaii, this 22nd day of December, 2006.

CITY COUNCIL

By

  
DONOVAN M. DELA CRUZ  
Chair and Presiding Officer

ATTEST:

  
DENISE C. DE COSTA  
City Clerk

06-50



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**A BILL FOR AN ORDINANCE**

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RELATING TO TRANSIT.

BE IT ORDAINED by the People of the City and County of Honolulu:

SECTION 1. The purpose of this ordinance is to select the city's locally preferred alternative to comply with the process that will be followed in implementing Honolulu's mass transit project. The council has received the Alternatives Analysis Report for the Honolulu High-Capacity Transit Corridor Project ("AA"), dated November 1, 2006. The council believes that, in its role as policymakers for the city, a fixed guideway system is the best selection for the long-term needs and demands of our growing island population. Therefore, the council approves a fixed guideway system as the locally preferred alternative, which will allow the city administration to move forward on the locally preferred alternative.

**PART I. Selection of the Locally Preferred Alternative**

**SECTION 2. Selection of the locally preferred alternative.**

The locally preferred alternative for the Honolulu High-Capacity Transit Corridor Project shall be a fixed guideway system between Kapolei and the University of Hawaii at Manoa, starting at or near the intersection of Kapolei Parkway and Kalaeloa Boulevard, with an alignment as follows:

- (1) Section I – Saratoga Avenue/North-South Road and Kamokila Boulevard, as determined by the city administration before or during preliminary engineering, to Farrington Highway;
- (2) Section II – Farrington Highway/Kamehameha Highway;
- (3) Section III – Salt Lake Boulevard and Aolele Street as determined by the city administration before or during preliminary engineering;
- (4) Section IV – Dillingham Boulevard; and
- (5) Section V – Nimitz Highway/Halekauwila Street/Kapiolani Boulevard to the University of Hawaii at Manoa, with the Waikiki branch.

The "sections" refer to the sections in figures 2-3 through 2-7 of the Alternatives Analysis Report.



## A BILL FOR AN ORDINANCE

SECTION 3. The city administration is authorized to proceed with preparation of an environmental impact statement for the locally preferred alternative (LPA), and with planning and preliminary engineering for that portion of the LPA (including any portion of any section of the LPA listed in section 2 above) that may be constructed within financial constraints (capital cost and any interest to finance that capital cost shall be paid entirely from general excise and use tax surcharge revenues, interest earned on the revenues, and any federal, state, or private revenues); provided that this portion shall constitute a minimum operable segment (MOS) for purposes of Federal New Starts funding eligibility; and provided further that the proposed MOS shall be subject to Council approval by resolution.

SECTION 4. Section 6-60.1, ROH, is amended to read as follows:

**"Sec. 6-60.1 Establishment of surcharge—Conditions.**

Pursuant to Section 2 of Act 247, Session Laws of Hawaii, Regular Session of 2005, codified as Section 46-16.8 of the Hawaii Revised Statutes, there is hereby established a one-half percent general excise and use tax surcharge to be used for purposes of funding the operating and capital costs of public transportation within the City and County of Honolulu as specified herein. The excise and use tax surcharge shall be levied beginning January 1, 2007. Prior to the tax surcharge monies being expended as the local match for federal funds, the following shall occur:

- (1) The council has approved by [resolution] ordinance a locally preferred alternative following an Alternatives Analysis [and Draft EIS]; and
- (2) The council has received from the director of transportation services an operational, financial, development and route plan for the locally preferred alternative; and
- (3) There is a commitment of federal funds, whether for planning, land acquisition or construction, to further the locally preferred alternative."

PART II. Alignment, Stations, and Base Yard  
of the Locally Preferred Alternative

SECTION 5. Section 4-8.3, Revised Ordinances of Honolulu 1990, is amended to read as follows:



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**A BILL FOR AN ORDINANCE**

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**"Sec. 4-8.3 Types of public infrastructure to be shown on public infrastructure map.**

- (a) Symbols for the following types of public improvement projects shall be shown on the public infrastructure maps, provided they meet the applicability criteria specified in Section 4-8.4:
- (1) Corporation yard;
  - (2) Desalination plant;
  - (3) Drainageway (open channel);
  - (4) Energy generation facility;
  - (5) Fire station;
  - (6) Government building;
  - (7) Golf course (municipal);
  - (8) Electrical transmission line and substation (above 46kV but less than 138kV);
  - (9) Park;
  - (10) Police station;
  - (11) Parking facility;
  - (12) Water reservoir;
  - (13) Sewage treatment plant;
  - (14) Solid waste facility;
  - (15) [Transit corridor;] Fixed guideway system alignment, stations, and base yard of the locally preferred alternative;
  - (16) Major collector or arterial roadway;





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A BILL FOR AN ORDINANCE

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- (17) Sewage pump station; and
- (18) Potable water well.
- (b) The alignment of linear facilities, and the location of project boundaries, shall be considered approximate and conceptual."

PART III. Technology of the Locally Preferred Alternative

**SECTION 6. Reservation of right to select technology.**

The council reserves the right to select the technology of the fixed guideway system for the locally preferred alternative. If the council exercises the right, the council shall select the technology through subsequent ordinance passed on third reading by the council before the city administration issues a public notice soliciting proposals or inviting bids for work that includes design of the system.

The city administration shall give the council at least 90 days' notice before issuing the first public notice soliciting proposals or inviting bids for work that includes design of the fixed guideway system.

PART IV. Specifications of Request for Proposals  
Or Invitation for Bids

**SECTION 7. Approval of specifications of requests for proposals or invitation for bids.**

The city administration shall submit to the council the specifications in each proposed request for proposals or invitation for bids for work that includes the planning, design, or construction of any portion of the locally preferred alternative before issuing the request or invitation. The city administration shall not issue the request for proposals or invitation for bids until after the specifications are approved by the council.

PART V. General

**SECTION 8.** Ordinance material to be repealed is bracketed; new material is underscored. When revising, compiling or printing this ordinance for inclusion in the Revised Ordinances of Honolulu, the revisor of ordinances need not include the brackets, bracketed material, or the underscoring.



CITY COUNCIL  
CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII

ORDINANCE 07-001

BILL 79 (2006), CD2, FD2

A BILL FOR AN ORDINANCE

SECTION 9. This ordinance shall take effect upon its approval.

INTRODUCED BY:

Donovan Dela Cruz

Ann Kobayashi

Romy M. Cachola

Charles Diou

Barbara Marshall

Todd Apo

DATE OF INTRODUCTION:

October 19, 2006  
Honolulu, Hawaii

Councilmembers

APPROVED AS TO FORM AND LEGALITY:

Deputy Corporation Counsel

APPROVED this 6th day of JANUARY, 2007

Mufi Hannemann  
MUFU HANNEMANN, Mayor  
City and County of Honolulu

CITY COUNCIL  
CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII  
CERTIFICATE

ORDINANCE 07-001

BILL 79 (2006)

Introduced: 10/19/06 By: DONOVAN DELA CRUZ

Committee: TRANSPORTATION &  
PLANNING

Title: A BILL FOR AN ORDINANCE RELATING TO TRANSIT.

Links: BILL 79 (2006)  
BILL 79 (2006), CD1  
BILL 79 (2006), CD2  
BILL 79 (2006), CD2, FD2 (FINAL #2)  
CR-469  
CR-508

COUNCIL	10/25/06	BILL PASSED FIRST READING AND REFERRED TO COMMITTEE ON TRANSPORTATION AND PLANNING.
	APO Y	CACHOLA Y DELA CRUZ Y DJOU Y GARCIA Y
	KOBAYASHI Y	MARSHALL Y OKINO Y TAM Y
TRANSPORTATION AND PLANNING	11/02/06	CR-469 - BILL REPORTED OUT OF COMMITTEE FOR PASSAGE ON SECOND READING AND SCHEDULING OF A PUBLIC HEARING AS AMENDED IN CD1 FORM.
		COMMUNITY OUTREACH MEETINGS TO REVIEW THE ALTERNATIVE ANALYSIS (AA) REPORT ON THE HONOLULU HIGH CAPACITY TRANSIT PROJECT (VARIOUS LOCATIONS): 11/13/06; 11/16/06; 11/17/06; 11/20/06; 11/21/06; 11/22/06; 11/27/06.
PUBLISH	11/27/06	PUBLIC HEARING NOTICE PUBLISHED IN THE HONOLULU STAR-BULLETIN.
COUNCIL/PUBLIC HEARING	12/7/06	BILL PASSED SECOND READING, AS AMENDED (CD1), CR-469 ADOPTED, PUBLIC HEARING CLOSED AND REFERRED TO TRANSPORTATION AND PLANNING COMMITTEE. (BILL 79, CD1)
		(NOTE: MOTION TO AMEND FOLLOWING BILLS FAILED: (1) BILL 79, PROPOSED CD1, FD1 (VERSION A); AND (2) BILL 79, PROPOSED CD1, FD1 (VERSION B).
	APO Y	CACHOLA Y DELA CRUZ Y DJOU N GARCIA Y
	KOBAYASHI Y	MARSHALL N OKINO Y TAM Y
TASK FORCE	12/8/06	BRIEFING BY THE TRANSIT ADVISORY TASK FORCE ON THE COUNCIL'S 12/7/06 PUBLIC HEARING RE BILL 79, CD1.
PUBLISH	12/13/06	SECOND READING NOTICE PUBLISHED IN THE HONOLULU STAR-BULLETIN.
TRANSPORTATION AND PLANNING	12/14/06	CR-508 - BILL REPORTED OUT OF COMMITTEE FOR PASSAGE ON THIRD READING AS AMENDED IN CD2 FORM.
COUNCIL	12/22/06	CR-508 ADOPTED. BILL 79, CD2, FURTHER AMENDED ON THE COUNCIL FLOOR TO CD2, FD1, HOWEVER, BILL 79, CD2, FD1, FURTHER AMENDED TO BILL 79, CD2, FD2 (FINAL #2), AND SUBSEQUENTLY PASSED THIRD READING, AS AMENDED (BILL 79, CD2, FD2 (FINAL #2))
		(NOTE: BILL 79 (2006), PROPOSED CD2, FD1 (NORTH-SOUTH BRANCH, NON-LPA COMMITMENT) WAS ALSO CONSIDERED AND SUBSEQUENTLY WITHDRAWN)
	APO Y	CACHOLA Y DELA CRUZ Y DJOU N GARCIA Y
	KOBAYASHI Y	MARSHALL N OKINO Y TAM Y

I hereby certify that the above is a true record of action by the Council of the City and County of Honolulu on this BILL.

  
DENISE C. DE COSTA, CITY CLERK

  
DONOVAN M. DELA CRUZ, CHAIR AND PRESIDING OFFICER

07-001



## RESOLUTION

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### ESTABLISHING A PANEL TO SELECT FIXED GUIDEWAY TECHNOLOGY.

WHEREAS, the City Council enacted Ordinance 07-001 (2007) selecting the fixed guideway alternative as the Locally Preferred Alternative (LPA) in accordance with the Federal Transit Administration's (FTA's) New Starts guidance; and

WHEREAS, the City and County of Honolulu (City) intends to seek capital transit funding from the FTA's New Starts program and, therefore, compliance with the program's guidance ensures the City's eligibility for the program funds; and

WHEREAS, the City has proceeded, with the concurrence from FTA, with the preparation of an environmental impact document and is in the process of further defining the fixed guideway by selecting the vehicle and propulsion technology within the fixed guideway performance criteria specified in the Alternatives Analysis; and

WHEREAS, the performance criteria specified in the Alternatives Analysis, such as the passenger carrying capacity, operating speed, and capital and operating costs, are the minimum criteria. Other standard criteria commonly used to evaluate technology, including safety, reliability, and environmental impacts, must be specified and considered in evaluating the technology further. Additional criteria to enhance the system performance and serviceability to the City could also be considered where practical; and

WHEREAS, the City recognizes that there are several technology options that meet the minimum and standard criteria. Generally, these include "steel wheel on steel rail", "rubber tire on concrete", "monorail", and "magnetic levitation" technologies; and

WHEREAS, it is the City's intent to select the technology that is evaluated to be the most advantageous to the City, in terms of performance, cost, and quality of service; now, therefore,

BE IT RESOLVED by the Council of the City and County of Honolulu that the City Council requests the Administration to develop a request for information to the transit technology industry for the purpose of soliciting information regarding the performance, cost, and serviceability of technology that can be evaluated by the City in the determination of the most advantageous technology; and

BE IT FURTHER RESOLVED that, a panel of five members be assembled as the evaluation and selection panel ("panel") to perform the evaluation and the final technology selection for the fixed guideway. The four members are selected by the



## RESOLUTION

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administration, the Chairperson of the Council, and the Chair of the Council's committee on transportation and public works based on their transportation and transit-related experience and qualifications, and are constituted as follows:

1. All panel members shall be individuals who do not have an expectation of performing any work related to the Honolulu High-Capacity Transit Corridor Project at a later date;
2. All panel members should have experience with at least two of the technologies under consideration;
3. There shall be at least one member with civil/construction experience;
4. There shall be at least one member with vehicles and systems experience;
5. There shall be at least one technical member with operating and maintenance experience; and
6. There shall be at least one member with experience or advanced degree in public policy;

and

BE IT FURTHER RESOLVED that, the panel members are Steve Barsony as a systems engineering expert, Ken Knight for construction expertise, Henry Kolesar as an operation expert, and Panos Prevedouros as the member with an advanced degree in public policy; and

BE IT FURTHER RESOLVED that, the fifth member shall be selected by the panel members, and should there be a vacancy in the panel membership, the remaining panel members are to select the replacement member; and

BE IT FURTHER RESOLVED that, the panel be assisted by the resources available from the Administration but the panel shall otherwise conduct its evaluation and selection independently. The final evaluation and selection report shall be prepared within 30 days after the due date of the submissions of the technology information. The report shall include the result of evaluation and analysis that supports the final technology selection by the panel; and



## RESOLUTION

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BE IT FURTHER RESOLVED that, the panel is directed to transmit the final evaluation and selection report simultaneously to the City Council and the director of the department of transportation services, and report to the Council's committee on transportation and public works the results of its evaluation and analysis; and

BE IT FURTHER RESOLVED by the Council of the City and County of Honolulu that this process for selection of technology is advantageous to the City; and

BE IT FINALLY RESOLVED that copies of this Resolution be transmitted to the directors of the department of transportation services and the department of budget and fiscal services.

INTRODUCED BY:

Barbara Marshall (BR)

\_\_\_\_\_  
Councilmembers

DATE OF INTRODUCTION:

November 20, 2007  
Honolulu, Hawaii

CITY COUNCIL  
CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII  
CERTIFICATE

**RESOLUTION 07-376, CD1, FD1 (B)**

Introduced: 11/20/07 By: BARBARA MARSHALL (BR)

Committee: TRANSPORTATION &  
PUBLIC WORKS

Title: RESOLUTION ESTABLISHING A TECHNICAL EXPERT PANEL TO SELECT FIXED GUIDEWAY  
TECHNOLOGY.

Links: [RES07-376](#)  
[RES07-376, CD1](#)  
[RES07-376, CD1, FD1\(B\)](#)  
[D-824](#)

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TRANSPORTATION & PUBLIC WORKS	11/29/07	CR-447 – RESOLUTION REPORTED OUT OF COMMITTEE FOR ADOPTION AS AMENDED IN CD1 FORM.
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MOTION: CR-447/07 AND RESOLUTION, CD1 BE ADOPTED

MOTION: RESOLUTION 07-376, CD1, AMENDED TO FD1 (B) (ADMIN) - (AYES:  
APO, DJOU, GARCIA, MARSHALL, OKINO, TAM. – 6; NOES: CACHOLA, DELA  
CRUZ, KOBAYASHI. – 3)

MOTION: AMEND RESOLUTION 07-376, CD1, FD1(B)(ADMIN) TO CD1, FD1(A)(DJOU)  
FAILED. (AYES: CACHOLA, DELA CRUZ, DJOU, KOBAYASHI. – 4; NOES: APO,  
GARCIA, OKINO, TAM, MARSHALL. – 5)

COUNCIL	1/23/08	CR-447 ADOPTED. RESOLUTION AMENDED TO FD1 ON THE COUNCIL FLOOR AND SUBSEQUENTLY ADOPTED, AS AMENDED (RES07-376, CD1, FD1(B)).				
	APO Y	CACHOLA Y	DELA CRUZ N	DJOU N	GARCIA Y	
	KOBAYASHI N	MARSHALL Y	OKINO Y	TAM Y		

---

I hereby certify that the above is a true record of action by the Council of the City and County of Honolulu on this RESOLUTION.

  
DENISE C. DE COSTA, CITY CLERK

  
BARBARA MARSHALL, CHAIR AND PRESIDING OFFICER

**ATTACHMENT D**  
**Draft PIM Resolution and Map**  
**(Exhibit A)**





# CITY COUNCIL

CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII

No. \_\_\_\_\_

## RESOLUTION

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ADOPTING REVISIONS TO THE PUBLIC INFRASTRUCTURE MAPS FOR THE EWA, CENTRAL OAHU, AND THE PRIMARY URBAN CENTER DEVELOPMENT PLAN AREAS

WHEREAS, the Public Infrastructure Map for the Ewa Development Plan area was adopted by the Council in Resolution 2000-37; and

WHEREAS, the Public Infrastructure Map for the Central Oahu Sustainable Communities Plan area was adopted by the Council in Resolution 2003-63, CD1; and

WHEREAS, the Public Infrastructure Map for the Primary Urban Center Development Plan area was adopted by the Council in Resolution 2004-246, CD1; and

WHEREAS, in February 2008 an application for revisions to the Ewa and Primary Urban Center Development Plan, and Central Oahu Sustainable Communities Plan Public Infrastructure Maps was submitted by the Department of Transportation Services; and

WHEREAS, funds for this project are included in the Draft Executive Capital Budget and Program for Fiscal Year 2008-2009, which was submitted by the Mayor of the City and County of Honolulu to the Honolulu City Council on February 29, 2008; and

WHEREAS, Chapter 4, Article 8, Revised Ordinances of Honolulu (ROH) 1990, as amended, requires that the addition of any major public facility such as a rapid transit corridor, transit stations, corporation yards, and park and ride facilities be shown on the appropriate public infrastructure map for a development plan area before the Council may appropriate land acquisition or construction funds for the modifications; and

WHEREAS, the City Council finds that the placement of the rapid transit corridor, transit station, corporation yard, and park and ride symbols on the appropriate public infrastructure maps is necessary to fund the construction of the planned improvements; and

DPP8PIM1.R08



## RESOLUTION

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WHEREAS, the Honolulu High-Capacity Transit Corridor Project shown in Exhibits A-1, A-2, and A-3 are consistent with the adopted Oahu General Plan, the Ewa and Primary Urban Center Development Plans, and the Central Oahu Sustainable Communities Plan; now, therefore,

BE IT RESOLVED by the Council of the City and County of Honolulu that the Ewa Public Infrastructure Map; the Central Oahu Public Infrastructure Map; and the Primary Urban Center Public Infrastructure Map be revised to include symbols for a rapid transit corridor, transit stations, corporation yards, and park and ride facilities for this project as shown on Exhibits A-1, A-2, and A-3; and

BE IT RESOLVED by the Council of the City and County of Honolulu that the rapid transit corridor, transit stations, corporation yard, and park and ride symbols shall be deleted from the Ewa, Central Oahu, and Primary Urban Center Public Infrastructure Maps by administrative procedure once completion of all necessary components have been certified in writing by the Department of Transportation Services to the Department of Planning and Permitting and the City Council; and



**CITY COUNCIL**  
CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII

No. \_\_\_\_\_

## RESOLUTION

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BE IT FINALLY RESOLVED by the Council of the City and County of Honolulu that the City Clerk is hereby directed to transmit copies of this Resolution to Mr. Henry Eng, FAICP, Director of Planning and Permitting; and Mr. Wayne Y. Yoshioka, Director, Department of Transportation Services, immediately upon its approval.

INTRODUCED BY:

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DATE OF INTRODUCTION:

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Honolulu, Hawaii

\_\_\_\_\_  
Councilmembers





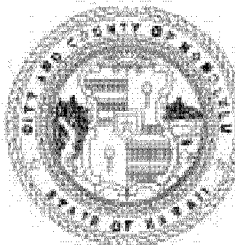
PROPOSED  
HONOLULU HIGH CAPACITY  
TRANSIT CORRIDOR PROJECT  
2008/PIM-1

CENTRAL OAHU



LEGEND

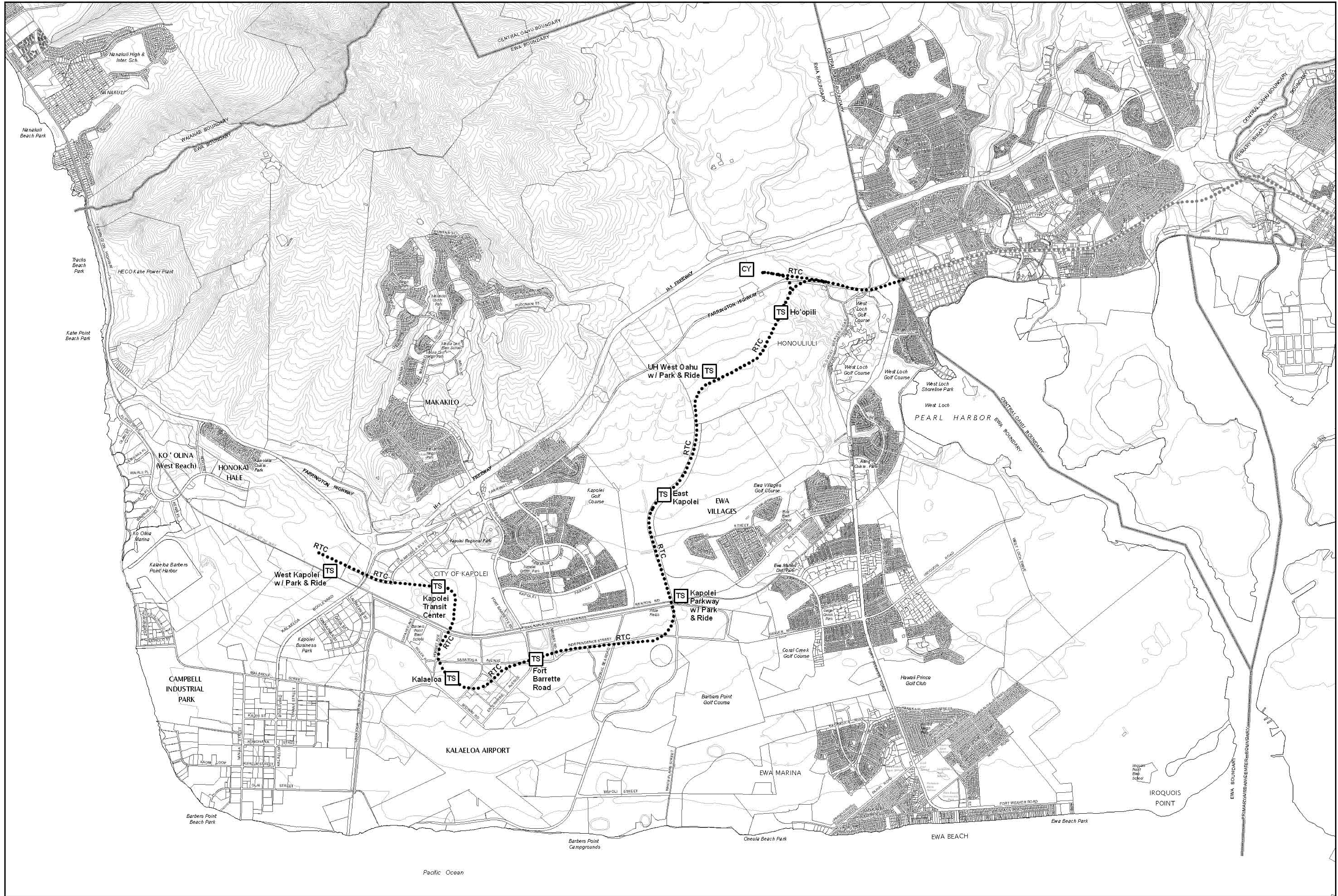
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- PROPOSED TRANSIT STATION      TS
- PROPOSED CORPORATION YARD      CY



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Date Prepared: April 9, 2008

EXHIBIT A-2





**PROPOSED  
HONOLULU HIGH CAPACITY  
TRANSIT CORRIDOR PROJECT**

2008/PIM-1

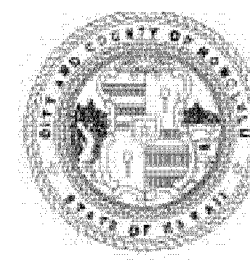
**EWA**

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**LEGEND**

- RAPID TRANSIT CORRIDOR      RTC ..... RTC
- PROPOSED TRANSIT STATION      TS
- PROPOSED CORPORATION YARD      CY



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EXHIBIT A-1





**PROPOSED  
HONOLULU HIGH CAPACITY  
TRANSIT CORRIDOR PROJECT**

2008/PIM-1

**PRIMARY URBAN  
CENTER**

0 1,000 2,000  
SCALE IN FEET

**LEGEND**

RAPID TRANSIT CORRIDOR    RTC ..... RTC

PROPOSED TRANSIT STATION    TS

EXISTING TRANSIT STATION    TS

PROPOSED CORPORATION YARD    CY

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EXHIBIT A-3





## RESOLUTION

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ADOPTING REVISIONS TO THE PUBLIC INFRASTRUCTURE MAPS FOR THE EWA, CENTRAL OAHU, AND THE PRIMARY URBAN CENTER DEVELOPMENT PLAN AREAS

WHEREAS, the Public Infrastructure Map for the Ewa Development Plan area was adopted by the Council in Resolution 2000-37; and

WHEREAS, the Public Infrastructure Map for the Central Oahu Sustainable Communities Plan area was adopted by the Council in Resolution 2003-63, CD1; and

WHEREAS, the Public Infrastructure Map for the Primary Urban Center Development Plan area was adopted by the Council in Resolution 2004-246, CD1; and

WHEREAS, in February 2008 an application for revisions to the Ewa and Primary Urban Center Development Plan, and Central Oahu Sustainable Communities Plan Public Infrastructure Maps was submitted by the Department of Transportation Services; and

WHEREAS, funds for this project are included in the Draft Executive Capital Budget and Program for Fiscal Year 2008-2009, which was submitted by the Mayor of the City and County of Honolulu to the Honolulu City Council on February 29, 2008; and

WHEREAS, Chapter 4, Article 8, Revised Ordinances of Honolulu (ROH) 1990, as amended, requires that the addition of any major public facility such as a rapid transit corridor, transit stations, corporation yards, and park and ride facilities be shown on the appropriate public infrastructure map for a development plan area before the Council may appropriate land acquisition or construction funds for the modifications; and

WHEREAS, the City Council finds that the placement of the rapid transit corridor, transit station, corporation yard, and park and ride symbols on the appropriate public infrastructure maps is necessary to fund the construction of the planned improvements; and

DPP8PIM1.R08



# CITY COUNCIL

CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII

No. \_\_\_\_\_

## RESOLUTION

---

WHEREAS, the Honolulu High-Capacity Transit Corridor Project shown in Exhibits A-1, A-2, and A-3 are consistent with the adopted Oahu General Plan, the Ewa and Primary Urban Center Development Plans, and the Central Oahu Sustainable Communities Plan; now, therefore,

BE IT RESOLVED by the Council of the City and County of Honolulu that the Ewa Public Infrastructure Map; the Central Oahu Public Infrastructure Map; and the Primary Urban Center Public Infrastructure Map be revised to include symbols for a rapid transit corridor, transit stations, corporation yards, and park and ride facilities for this project as shown on Exhibits A-1, A-2, and A-3; and

BE IT RESOLVED by the Council of the City and County of Honolulu that the rapid transit corridor, transit stations, corporation yard, and park and ride symbols shall be deleted from the Ewa, Central Oahu, and Primary Urban Center Public Infrastructure Maps by administrative procedure once completion of all necessary components have been certified in writing by the Department of Transportation Services to the Department of Planning and Permitting and the City Council; and





# CITY COUNCIL

CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII

No. \_\_\_\_\_

## RESOLUTION

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BE IT FINALLY RESOLVED by the Council of the City and County of Honolulu that the City Clerk is hereby directed to transmit copies of this Resolution to Mr. Henry Eng, FAICP, Director of Planning and Permitting; and Mr. Wayne Y. Yoshioka, Director, Department of Transportation Services, immediately upon its approval.

INTRODUCED BY:

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DATE OF INTRODUCTION:

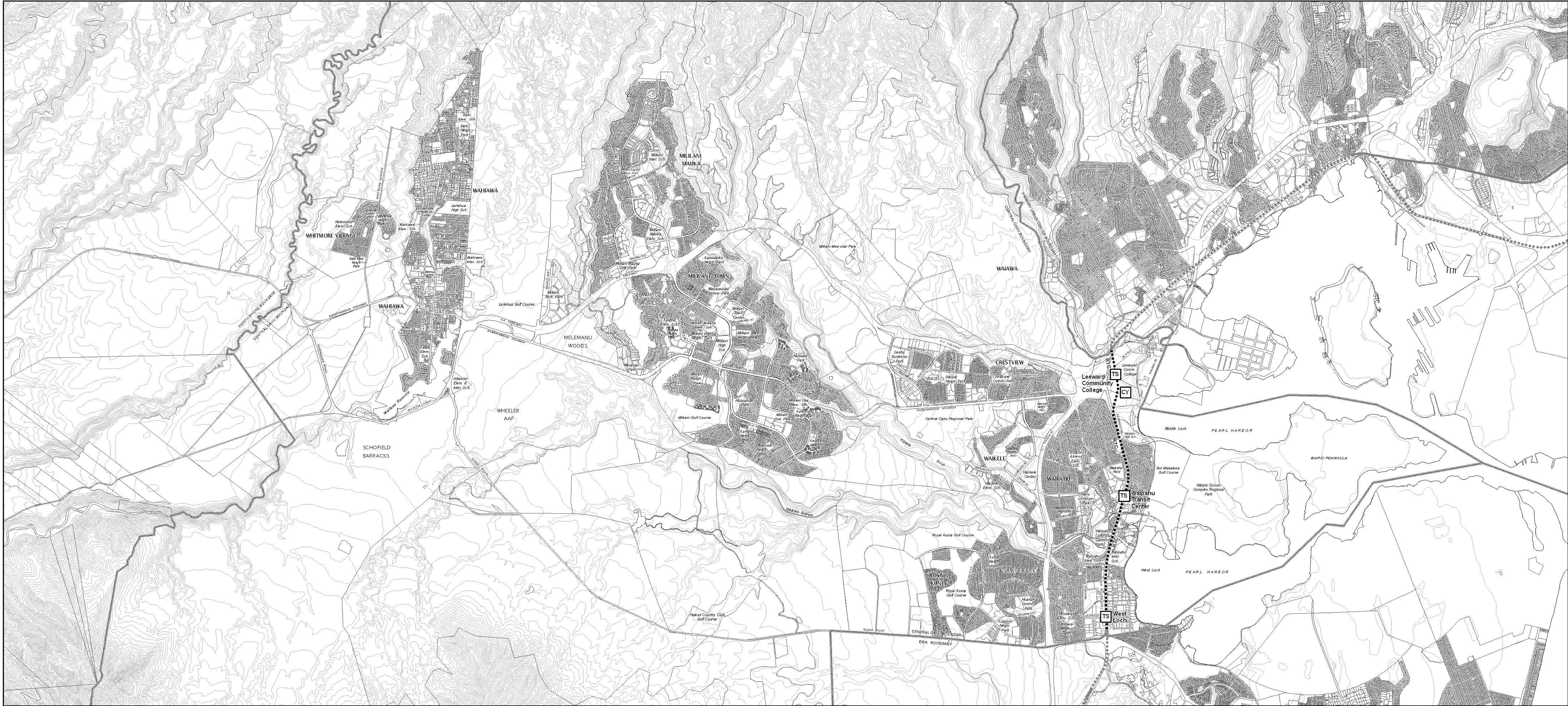
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Honolulu, Hawaii

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Councilmembers





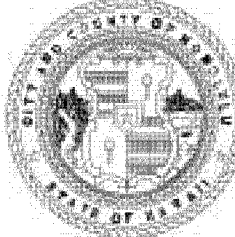
**PROPOSED  
HONOLULU HIGH CAPACITY  
TRANSIT CORRIDOR PROJECT**  
2008/PIM-1

**CENTRAL OAHU**



**LEGEND**

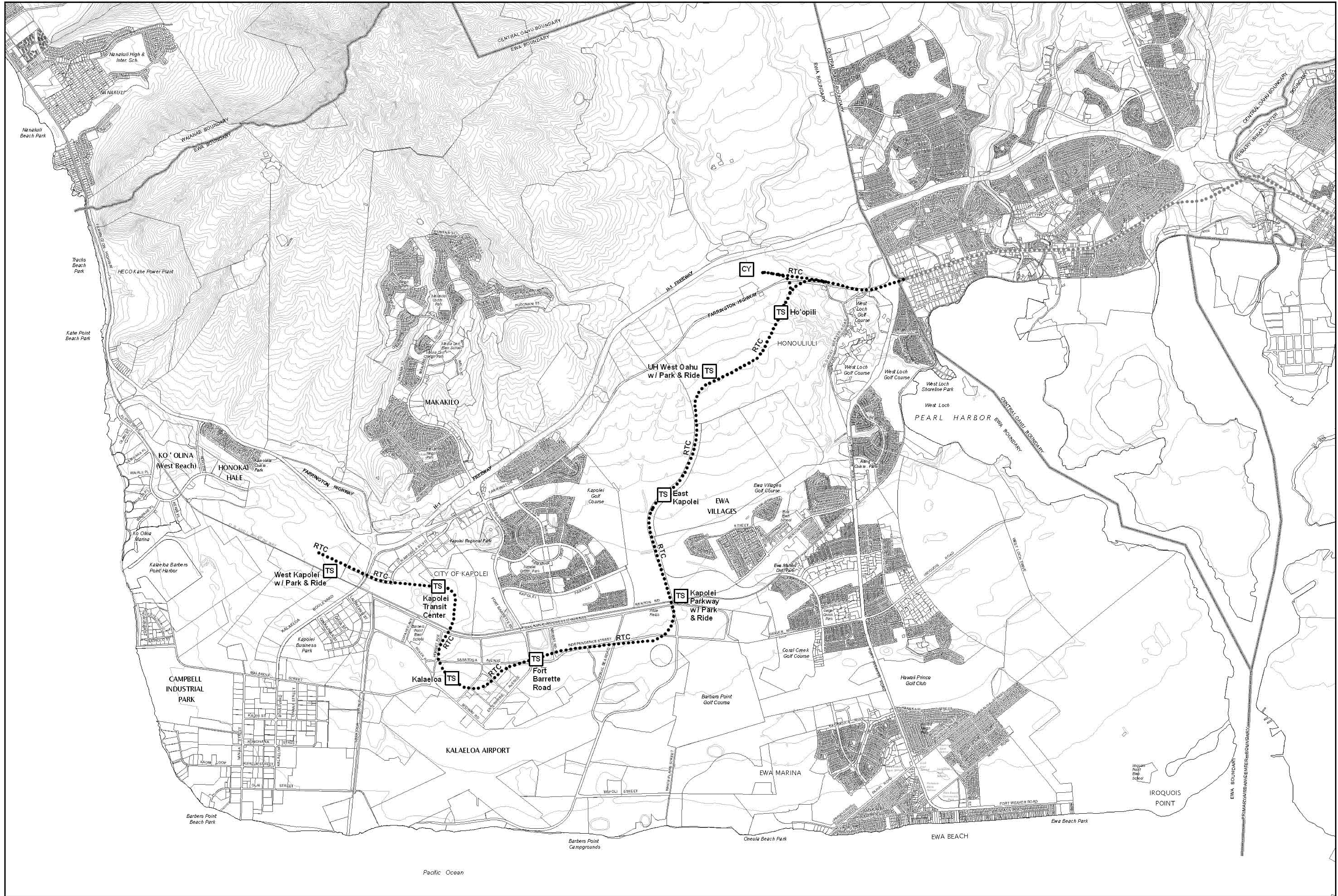
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- PROPOSED TRANSIT STATION      **TS**
- PROPOSED CORPORATION YARD      **CY**



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EXHIBIT A-2





**PROPOSED  
HONOLULU HIGH CAPACITY  
TRANSIT CORRIDOR PROJECT**

2008/PIM-1

**EWA**

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**LEGEND**

RAPID TRANSIT CORRIDOR

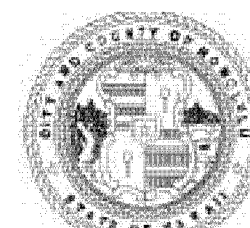
RTC ..... RTC

PROPOSED TRANSIT STATION

TS

PROPOSED CORPORATION YARD

CY



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EXHIBIT A-1





**PROPOSED  
HONOLULU HIGH CAPACITY  
TRANSIT CORRIDOR PROJECT**

2008/PIM-1

**PRIMARY URBAN  
CENTER**

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SCALE IN FEET

**LEGEND**

RAPID TRANSIT CORRIDOR    RTC ..... RTC

PROPOSED TRANSIT STATION   

EXISTING TRANSIT STATION   

PROPOSED CORPORATION YARD

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